

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 27, 2011

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: FAROLL HAMER, DIRECTOR, PLANNING AND ZONING

SUBJECT: HOFFMAN BLOCK 8 – UPDATE TO THE STAFF REPORT

The original staff report for this case that was released with the January docket discussed the possibility of exempting the applicant from conditions requiring monetary contributions, specifically the Eisenhower Avenue Improvement Fund and the Affordable Housing Fund, if they lease to a federal tenant such as National Science Foundation (NSF). Since there are other sites that may be competing for the anticipated request for office space from NSF, the City will need to determine what, if any, financial incentives should be offered to attract NSF to Alexandria. The staff report has been updated to include a specific discussion of this issue. In addition, all references to providing exemption from the contributions at this time have been removed from the conditions.

Minor changes were also made to the follows sections of the report to provide further detail:

1. Section *III. Zoning* – additional information provided about the previous approval;
2. Section *IV.A Master Plan Amendment* – additional information provided to clarify the impact of the transfer on Blocks 2 and 3; and
3. Section *IV.B Consistency with the Eisenhower East Small Area Plan* – new section added to detail how this development is consistent with the Plan.



Docket Item #6A-D

Hoffman Town Center – Block 8
Master Plan Amendment #2011-0005
CDD Concept Plan CDD #2011-0004
Development Special Use Permit #2011-0020
Transportation Management Plan SUP#2011-0046

Application	General Data	
Project Name: Hoffman Town Center – Block 8 Location: 2401 Eisenhower Avenue (Block 8); 312 & 314 Taylor Drive, 301 & 315 Stovall Street (Block 2); 2425 Mill Road (Block 3) Applicant: Hoffman Family, LLC Represented by Kenneth Wire, McGuire Woods LLP	PC Hearing:	February 7, 2012
	CC Hearing:	February 25, 2012
	If approved, DSUP Expiration:	February 25, 2015 (36 months)
	Plan Acreage:	2.03 Acres (88,356 sf)
	Zone:	CDD #2
	Proposed Use:	Office with ground floor retail
	Gross Floor Area:	Total - 697,417 sf
	Small Area Plan:	Eisenhower East
	Green Building:	Compliance with Green Building Policy – LEED Silver

Purpose of Application

Approval of a request to transfer floor area from Hoffman Blocks 2 and 3, to Hoffman Block 8, to increase the size of an approved office building by 204,987 sf. The request includes the following applications:

1. Master Plan Amendment
2. CDD Plan Amendment
3. DSUP with Site Plan, including SUP approval for penthouses taller than 15 feet
4. TMP-SUP

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Katye North, AICP, LEED AP katye.north@alexandriava.gov
Gary Wagner, RLA gary.wagner@alexandriava.gov

CITY COUNCIL ACTION, FEBRUARY 25, 2012: City Council approved the Planning Commission recommendation, noting that staff and the applicant will coordinate to note which conditions have been satisfied and are no longer applicable on the final conditions for the project.

PLANNING COMMISSION ACTION, FEBRUARY 7, 2012: On a motion by Mr. Dunn, seconded by Mr. Robinson, the Planning Commission voted to adopt the resolution for MPA # 2011-0005 and recommend approval of CDD #2011-0004, DSUP #2011-0020, and TMP-SUP

#2011-0046, subject to compliance with all applicable codes, ordinances, and conditions, with amendments to DSUP Condition 81, and TMP Conditions 19, 20, and 21. The motion carried on a vote of 6 to 0. Mr. Wagner was absent.

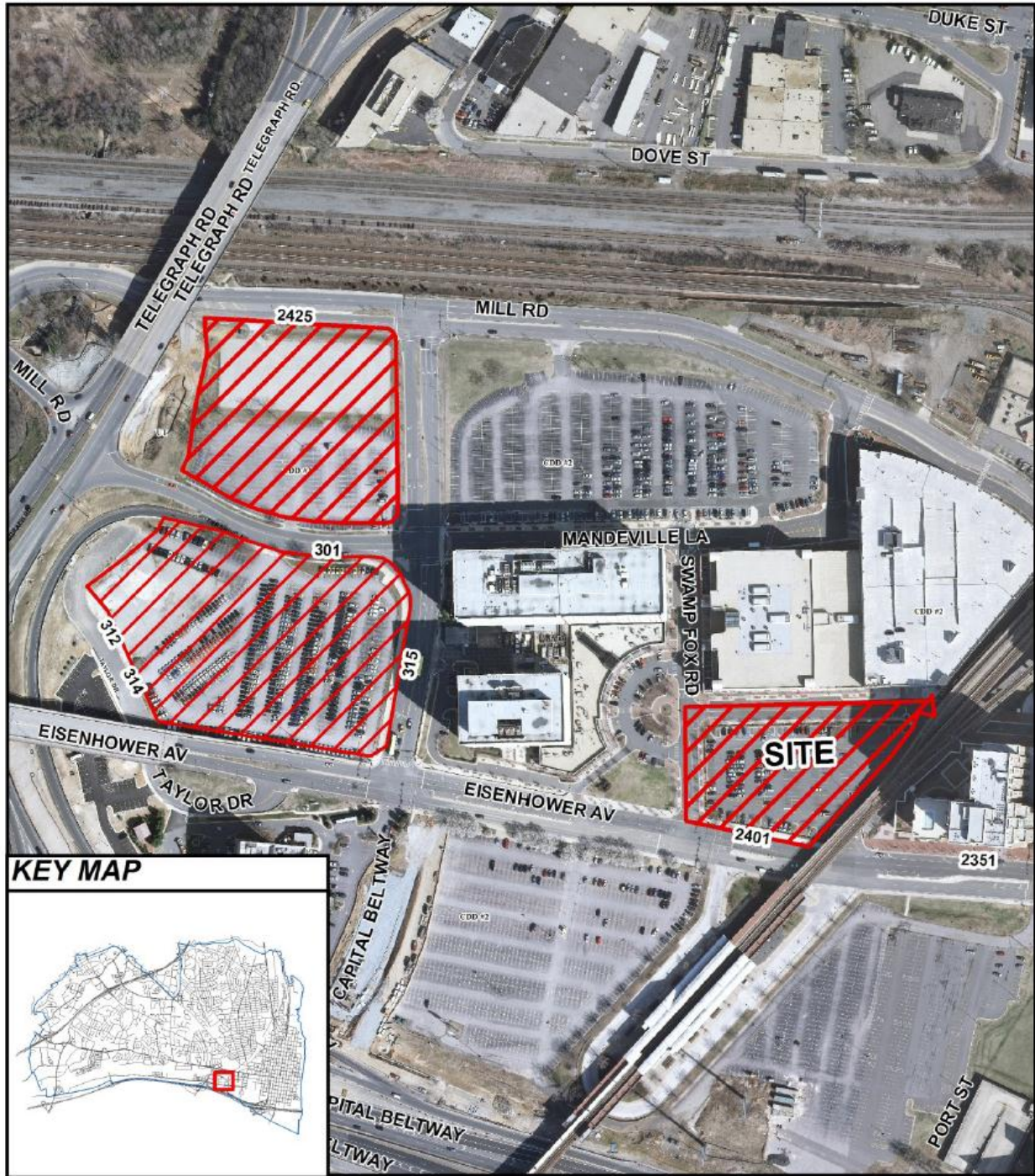
Reason: The Planning Commission agreed with the staff analysis and recommendations.

Speakers:

Poul Hertel, resident, expressed his concerns with the application, although he noted he did support the original Eisenhower East Small Area Plan. Specifically, he is concerned with the unintended consequences of shifting density under the guise of attracting a large tenant and is concerned about what will happen if a tenant does not materialize and whether Blocks 2 and 3 can still develop with the amenities expected. He also stated that the development needs to be a more human scale and have better design. In addition, he urged the City to think about doing something with the rooftops for this building and others coming forward since they will be very visible.

Ken Wire, attorney, representing the applicant. He stated that the applicant agrees with Staff's recommendation to shift the density closer to the metro station and added that they have done initial studies for development on Blocks 2 and 3 and are comfortable that there is still enough floor area on these sites for a successful development. He agreed that any incentive package to attract the NSF should be handled separately from this application. He discussed the conditions the applicant has requested to be revised.

PLANNING COMMISSION ACTION, JANUARY 5, 2012: The Planning Commission deferred the requests without objection.



MPA #2011-0005
DSUP #2011-0020
CDD CONCEPT PLAN #2011-0004
SUP TMP #2011-0046

2/7/2012



SUMMARY

A. Recommendation and Summary of Issues

Staff recommends ***approval*** of the Hoffman Company's applications, subject to compliance with the staff recommendations. Approval of these applications allows the applicant to increase the size of the approved office building on Block 8 in the hopes of attracting a federal tenant – specifically, the National Science Foundation (NSF), which, under the federal General Services Administration (GSA) is currently planning to issue a Solicitation for Offers (SFO) for a new leased office site in the near future. Staff believes the request is appropriate and consistent with the Eisenhower East Small Area Plan and the development that has occurred in the vicinity. Additionally, staff believes that shifting density closer to the Eisenhower East Metrorail station is a good idea from an urban design and transportation perspective, even if a federal tenant is not obtained. Thus, the proposed density shift is not contingent on attracting a federal tenant and would be in place permanently.

There are several key issues that were considered with this proposal as discussed in more detail later in the report, including:

- Consistency with the Eisenhower East Small Area Plan;
- Justification for approving a transfer of floor area;
- Architecture and building design;
- Improvements to the pedestrian environment and streetscape;
- Providing adequate parking in appropriate locations; and
- Addressing potential traffic issues.

B. General Project Description

The applicant, Hoffman Company, has requested approval of several applications that would allow them to transfer approximately 200,000 sf of floor area among their property in CDD #2 (Blocks 2 and 3 to Block 8). The additional floor area would be added to an approved, but not yet constructed, office building and would bring the overall floor area for the 2 acre site to approximately 697,000 sf. The building will include approximately 22,000 sf of ground floor retail and 5 levels of underground parking. To document the transfer of floor area and the change to the original DSUP, the applicant has requested approval of the following applications:

- Master Plan amendment;
- CDD Plan amendment;
- Development Special Use Permit with Site Plan, with approval of a penthouse taller than 15 feet; and
- Transportation Management Plan.

II. BACKGROUND

A. Procedural Background

A Special Use Permit (SUP 98-0042) and CDD Plan (CDD 98-0002) were approved in 1998 for construction of office, retail, and theater buildings on the blocks currently referred to as Blocks 4, 5, 6, 7, 8, and 14 (see map of block numbers in the Graphics section of the report). A subsequent DSUP in 2000 (DSUP 2000-0028 – *Attachment #3*) was approved that included details of an office building on Block 8. The DSUP for this building is still valid since the overall DSUP approval was for several buildings in the Hoffman Town Center and construction on the entire project has been ongoing since that approval, the most recent being the parking structure on Block 14. However, this DSUP will expire in April 2012 if substantial construction is not underway. The applicant has filed final site plans for the approved office building on Block 8 for review by the City, but the final site plan has not been released, nor have building permits been approved. Since the applicant is currently hoping to attract a specific federal tenant (the National Science Foundation) and needs to add floor area to the approved building to accommodate their space needs, they are revising the current DSUP for the Block 8 building, which would remain valid for 3 years.

B. Site Context

The 2 acre site is located on the north side of Eisenhower Avenue between the Metro tracks and Swamp Fox Road and is currently used as a parking lot. North and west of the site are buildings that are part of the Hoffman Town Center, including the AMC Theater (north), a 2,883 space parking structure (north), a 1,000,000 sf office building (northwest), and 20,000 sf of retail (west). South of Block 8, across Eisenhower Avenue, is property owned by the Hoffman Company (Blocks 9A and 9B) that is also being used as a parking lot, but which has Stage 1 DSUP approval for office, retail, and hotel buildings. Directly across from Block 8 will be the new Eisenhower Avenue Metro plaza that will be constructed as part of the Hoffman Blocks 11 and 12 residential development to the east. Metro tracks run along the eastern property line, with the two high-rise, Mill Race residential buildings on the east side of the tracks.

The two blocks from where floor area will be transferred, Blocks 2 and 3, are the westernmost blocks within CDD #2. Block 2 is bounded by Eisenhower Avenue, Stovall Street, Pershing Avenue, and Telegraph Road. Block 3 is north of Block 2 and is bounded by Pershing Avenue, Stovall Street, Mill Road, and Telegraph Road. Both of these blocks are currently surface parking lots, although they each have Stage 1 DSUP approval for future office uses.

C. Detailed Project Description

The original building for Block 8 was designed as two office towers connected by a 30 foot tall atrium for a total of approximately 474,000 sf of office floor area. The eastern tower closest to the Metro was designed to be 10 stories and the western tower was designed at 14 stories. The atrium component provided a pedestrian connection through the building from the new pedestrian plaza on Eisenhower Avenue to Grist Mill Place by the movie theater. Approximately 22,000 sf of ground floor retail was included at the base of the two towers and the atrium.

In order to accommodate the needs of the National Science Foundation and respond to the anticipated prospectus, the office floor area in the building needs to be increased. The applicant has proposed adding 204,987 sf of office floor area within the existing approved footprint by increasing the height of the building. Specifically, the eastern tower would be increased by 4 stories to a height of 173 feet and the western tower would be increased by 5 stories to a height of 233 feet. Under this revision, additional floor area would also be added to the area above the atrium, increasing the height to 14 stories to match the eastern tower. The ground floor retail would remain as originally approved. The additional floor area would be transferred from Blocks 2 and 3, which are within the same CDD and also owned by the Hoffman Company.

Although this is technically an amendment to an existing DSUP, given the amount of floor area that will be added to the site and the fact that an extension to the DSUP approval would likely be needed since it will expire in April 2012 if substantial construction does not occur, staff is recommending the City's current standard conditions of approval be applied to this development. These new standard conditions include making a contribution for affordable housing at the current levels recommended by the Developer Housing Contribution Work Group Report – a contribution of over \$1 million. Additionally, the project will need to comply with the City's Green Building Policy in that it will need to meet LEED Silver certification or equivalent. The conditions also call for a new bikeshare station at this site, near the Metro. Under the previous conditions of approval, the project would also be making a \$1.10 per square foot contribution, totaling over \$750,000 dollars to the Eisenhower Avenue Improvement Fund.

The applicant has noted that these additional developer contributions may affect the site's ability to compete in the National Science Foundation office space competition, which is subject to the Northern Virginia GSA Rental Cap (recently raised by \$1 to \$39 per square foot.) However, since the National Science Foundation SFO has been repeatedly delayed and not yet been released, it is too early to determine if the City would provide any incentives to projects which compete for the NSF. There are three sites in Alexandria planning to compete for the NSF SFO, including Hoffman Town Center Block 8, Carlyle Plaza II, and the Victory Center. City Council has endorsed these three sites as possible NSF sites. The issue of incentives may be revisited later if deemed needed and any change in any of the attached conditions would require review by the Planning Commission and City Council.

III. ZONING

Property Address:	2401 Eisenhower Avenue		
Total Site Area:	2.03 Acres (88,356 sf)		
Zone:	CDD #2		
Current Use:	Surface Parking Lot		
Proposed Use:	Office building with ground floor retail		
	Permitted/Required*	Previously Approved**	Proposed
Floor Area	Retail – 31,000 sf <u>Office – 461,430 sf</u> Total – 492,430 sf	Retail – 22,175 sf <u>Office – 429,189 sf</u> Total – 451,364 sf	Retail – 22,175 sf Office – 673,642 sf <u>Garage – 1,600 sf</u> Total - 697,417 sf <i>(increase of 204,987 sf above permitted sf)</i>
Height	250 feet	188 feet	235 feet
Open Space	Per the Eisenhower East Small Area Plan	20,280 sf	20,280 sf
Parking (maximum)	375 spaces	375 spaces	660 spaces <i>(increase of 285 spaces)</i>
Loading spaces	1 space per 20,000 sf of retail (22,175 sf): 2 loading space	3 loading spaces	3 loading spaces
* Per CDD Concept Plan and Eisenhower East Small Area Plan			
**Per DSUP 2000-0028			

IV. STAFF ANALYSIS

A. *Master Plan Amendment*

In order to document the transfer of floor area from Blocks 2 and 3 to Block 8, an amendment to the Eisenhower East Small Area Plan is required. Specifically “Figure 4-9: Development Controls CDD 2” must be revised to show additional floor area on Block 8 and reduced floor area on Blocks 2 and 3 as shown below. The corresponding table in the Eisenhower East Design Guidelines (page 9) would also be modified with the same information.

Block	Existing Allowable Gross Floor Area (per Figure 4-10)	Change	Proposed Allowable Gross Floor Area
2	454,452 sf	- 102,493 sf	351,959 sf
3	290,367 sf	- 102,494 sf	187,873 sf
8	492,430 sf	+ 204,987 sf	697,417 sf

The only amendment to the EESAP requested is the change in floor area. The Plan allows for transfers of floor area as long as they are within the same CDD and the overall balance of uses (residential vs. office) remains the same. In this case, Blocks 2, 3, and 8 are all within CDD 2. Additionally, all three blocks are approved for office floor, thus the overall balance of uses remain constant. The proposed building for Block 8 that would be constructed by this amendment and DSUP can comply with the existing maximum height for the block of 250 feet. Finally, given Block 8's location directly adjacent to the Metro station, shifting additional floor area closer to the Metro is an appropriate request that is consistent with the principles of the Plan.

Staff has evaluated the viability of the density remaining on Blocks 2 and 3 after this density transfer. Both of these blocks will retain sufficient density to allow for projects that will meet the goals of the Eisenhower East Small Area Plan in terms of use, mass, and urban character. Although the resulting FARs for Blocks 2 and 3 are reduced, the parcels still remain viable development blocks after the transfer (see table below). The proposed FARs for Blocks 2 and 3 are still fairly high and an appropriate density for blocks at the outer edge of the Eisenhower East planning area boundary.

Block	Land Area	Existing Allowable Floor Area and FAR	Proposed Allowable Floor Area and FAR
2	168,400 sf	454,452 sf 2.70	351,959 sf 2.09
3	98,700 sf	290,367 sf 2.94	187,873 sf 1.90

B. Consistency with the Eisenhower East Small Area Plan

Although this building was originally approved prior to adoption of the Eisenhower East Small Area Plan, the proposed amendment must be consistent with the goals and objectives of the Plan. Staff believes the development as amended is compatible with the intent of the Plan and is not in conflict with any of the goals and objectives the Plan established.

In addition to being consistent with the Plan's overarching goal of promoting higher density near metro stations, the development as amended complies with the following specific aspects of the Plan:

- Provides ground floor retail (pages 4-12 to 4-16 and 6-12)
- Does not exceed the maximum height noted for the block and focuses taller buildings around the metro station (pages 4-13 and 6-13)

- Does not exceed the maximum parking ratio for an office use (page 4-17)
- Provides underground parking (page 4-18)
- Enhances the future transit plaza on the north side of Eisenhower Avenue (page 4-23)
- Provides an affordable housing contribution (page 4-24)
- Provides a TMP for the building (Page 4-25)
- Provides more than 22 feet for the pedestrian portion of Eisenhower Avenue (i.e. sidewalks and street trees) and 14 foot wide sidewalks with street trees along other streets (page 6-2)
- High quality architecture, in particular along Eisenhower Avenue (pages 6-8 and 6-14 to 6-18)

C. Building Design/Architecture

The design of the building is consistent with the design that was approved in 2000. The materials remain as originally proposed with a mix of precast and brick. The building will keep the original footprint. The eastern tower closest to the Metro will be increased from 10 stories to 14 stories and the western tower will be increased from 14 stories to 19 stories. Additionally, the atrium component would be increased in height from a low, ground level linkage between the two towers to a full 14 stories to match the eastern tower.

Staff supports the additional stories as proposed. At the tallest point, the building would measure 233 feet, which would be compatible with the surrounding buildings. To the east of the Metro tracks is the Mill Race residential building which is 241 feet tall. Diagonally across Eisenhower Avenue, the towers constructed on Blocks 11 and 12 will be significantly taller at 290, 340, and 370 feet. Blocks 9A and 9B are approved for buildings with maximum heights of 250 feet along Eisenhower Avenue across from Block 8.

Staff also supports the vertical extension of the atrium component. With this revision, the space between the two towers would be occupied by office floor area and the floor plates between the two towers would be connected. While this does not provide the separation of the towers that occurred in the original proposal, this change is necessary to accommodate the GSA tenant since it provides the additional floor area and internal connections that the two separate towers do not. The atrium component is inset between the two towers along the Eisenhower Avenue frontage approximately 25 feet from the eastern tower and approximately 55 feet from the western tower. This recess and the designed offset of the two towers provide a visual separation. Furthermore, the applicant has proposed using spandrel glass for the stories added above the atrium in order to differentiate this recessed area from the two towers and make it more of a background element. The use of precast along the sides of the towers further delineates the extent of the towers.

When the building was first approved in 2000, the Eisenhower East Design Review Board (DRB) had not been established and the building was reviewed through the standard DSUP process. Since this DSUP constitutes a change to a building in an area that is now under the purview of the DRB, the Board reviewed the change at their meeting on June 30, 2011. As an advisory board in Eisenhower East, the Board recommended approval of the proposed revisions to the building. (see Attachment #1 for more details).

Finally, as part of this application and per Section 6-403(B), the applicant has requested special use permit approval for penthouses that are taller than 15 feet high. The penthouses will be 16.5 feet and are designed to match the color and materials of the rest of the building to minimize visibility. Staff supports the request for the additional penthouse height as part of this application.

D. Pedestrian and Streetscape Improvements

The pedestrian and streetscape improvements as part of this application are fairly significant and are consistent with the original approval from 2000. Most importantly, the existing surface parking lot will be removed and completely replaced with a building. This will fill in the northwestern side of the metro station with an active use that is more consistent with the development occurring to the east along Eisenhower Avenue. Sidewalks with trees and decorative lights will be installed around the building along Eisenhower Avenue, Swamp Fox Road, and Grist Mill Place, and will connect with adjacent sidewalks already in place. This includes a pedestrian connection along Grist Mill Place under the Metro tracks to link with the existing sidewalk behind the Mill Race building east of the tracks. Additionally, staff has recommended that the applicant include a sidewalk along the eastern edge of the building to provide more direct access from Grist Mill Place to Eisenhower Avenue.

The proposal also includes a sizeable plaza along Eisenhower Avenue at the entrance to the office building and along the retail frontage. The plaza will include a fountain and a mix of hardscape and landscaping. Per the original CDD conditions (Condition #21), Staff is recommending that the area under the Metro tracks be tied into the design of the plaza to provide a seamless and finished look for this section of the street and sidewalk. This will require coordination with WMATA on the design of this area.

WMATA also has very conceptual plans for an entrance to the Eisenhower Avenue Metro Station on the north side of Eisenhower Avenue, adjacent to this site. Although it is not part of this application and is not the responsibility of the applicant to complete, it is important to note that coordination between the Hoffman Company and WMATA will be necessary to construct the new entrance and ensure the design is compatible with the surrounding conditions, in particular the plaza.

The original approval for the Town Center also called for a contribution to the Eisenhower Avenue Improvement Fund in the amount of \$1.10 per net square foot of commercial development space (DSUP Condition #11). This contribution would go towards street improvements along Eisenhower Avenue.

E. Parking

The original building proposed three levels of below grade parking for a total of 375 spaces, or approximately 0.76 spaces per 1,000 sf. With the additional floor area, the applicant has proposed adding two additional levels of below grade parking for a total of 660 spaces, or approximately 0.95 spaces per 1,000 sf. Although these parking ratios are well below the

maximum standards in the EESAP, staff is comfortable with the amount of parking for two reasons.

First, the building is immediately adjacent to the 2,883 space parking structure on Block 14 (north side of Grist Mill Place). This parking structure was approved by the original CDD plan and constructed to provide parking for all of the buildings within the Hoffman Town Center, including the Block 8 office building. If the 660 spaces are not enough for the users of the building, additional spaces would be available nearby.

Second, and more importantly, the building is across the street from the existing Eisenhower Avenue Metro station. There will also be an entrance/exit to the station on the north side of Eisenhower Avenue in the future, which would be even closer to this building. The close proximity to the Metro station provides a great opportunity to support low parking ratios to encourage users to take public transit.

It is important to note that the maximum number of parking spaces for each block was included in the original CDD plan approval. With the transfer of floor area to Block 8, parking spaces are also being transferred. The CDD plan will be updated to reflect the additional 285 spaces for Block 8 and the equivalent reduction of spaces on Blocks 2 and 3.

F. Traffic and Transportation Management Plan

As part of this application, the applicant provided a memo detailing updates to the traffic study for the area as a result of this transfer. Conclusions from this analysis found that although there will be an increase in traffic at Block 8 from the additional square footage and office workers, the overall area would see a decrease in traffic. This is because the increase in traffic at Block 8, given its prime location next to transit, would be less than the traffic assumed for the same use on Blocks 2 and 3. Furthermore, the study reported that the overall Level of Service for key intersections remains consistent with the findings from the original study.

A Transportation Management Plan (TMP) for the Hoffman CDD was first approved in 1998 with the first approval for the Hoffman Town Center. Since then, as applications for development on other Hoffman blocks have been reviewed, the TMP has been updated to reflect the new development. Since this application changes the original assumptions for development on this block, the TMP has been updated. The rates are consistent with the previous TMP, but there are two changes to note. One, staff is requesting that the applicant provide \$40,000 for a bike share station at the metro station. Two, staff has enacted fines for late submission of annual TMP reports (this is consistent with more recent TMP's in the City). For more details, see Attachment # 2.

G. Green Building

Staff is recommending that the applicant comply with the City's Green Building Policy. Since this is an office building, the applicant would be required to obtain a minimum rating of LEED Silver, or an equivalent rating system. Given the location adjacent to a Metro station and the provision of parking well below the parking maximum for the site, the site is well suited to

obtain this level of certification. Furthermore, as the applicant is pursuing a federal tenant, often GSA requires this level of green building certification for consideration for leasing the space.

H. Affordable Housing

The affordable housing condition has also been updated for this application. The 2000 DSUP included a condition for \$0.50 per square foot of development. However, the contribution was later updated to the current recommendations of the Developer Housing Contribution Work Group Report by CDD 2005-0002. This condition is included in the updated CDD conditions, as well as the DSUP conditions for Block 8. For a development this size, the recommended contribution is \$1,043,725.

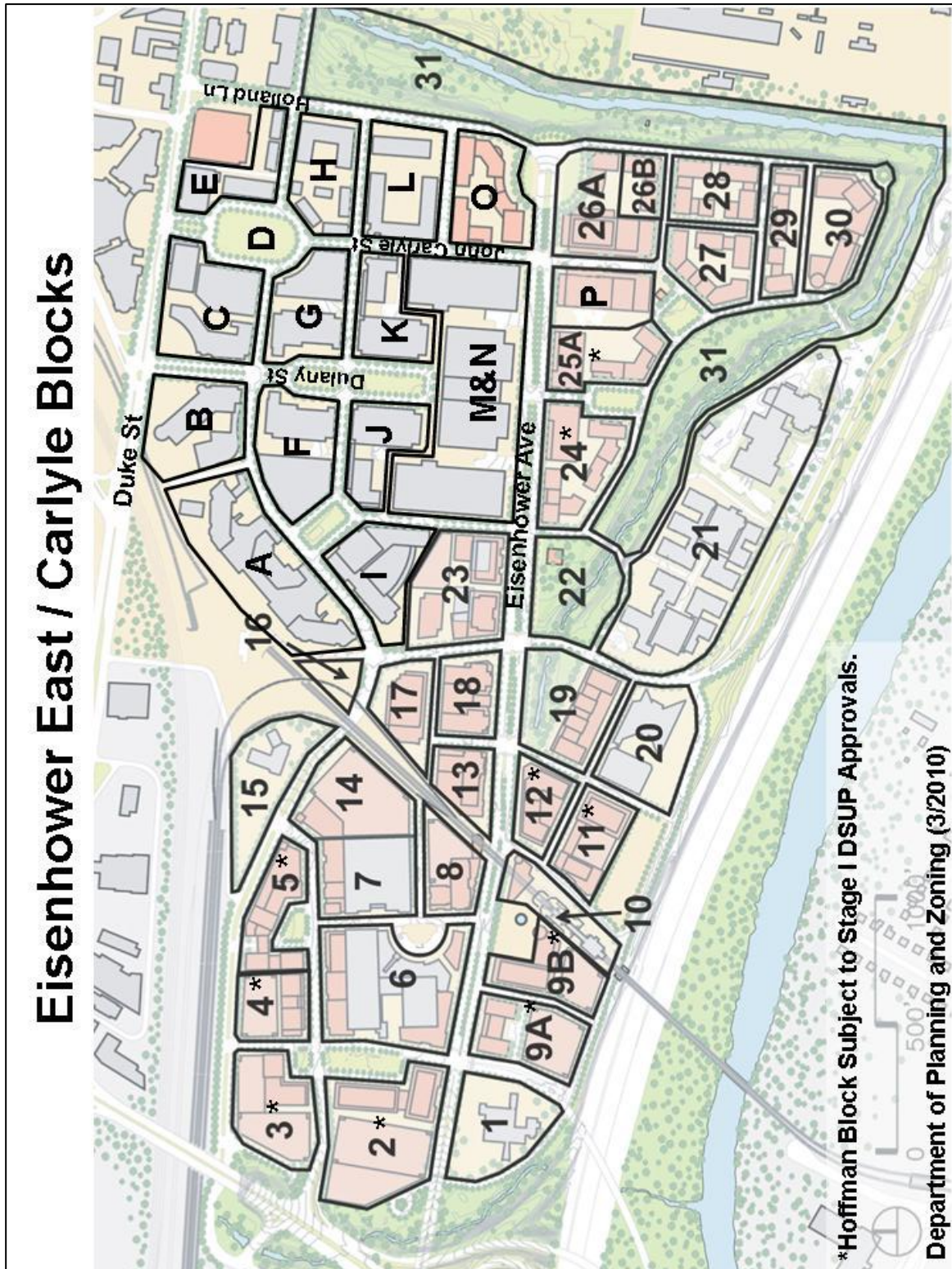
I. Open Space

Most development in Eisenhower East is required to provide a contribution to the Eisenhower East Open Space Fund. However, as part of the Hoffman Settlement Agreement approved in 2005, the City agreed to count the overall planned dedication of land for the open spaces identified in the EESAP as the only open space contribution required for any of the Hoffman blocks (Paragraph #10 of the Settlement Agreement). In this case, since the development is occurring on Block 8 and the additional floor area is being provided by Blocks 2 and 3, all three of which are Hoffman blocks, no additional monetary contribution for open space is required.

V. CONCLUSION

Staff recommends **approval** of the development special use permit with site plan and all related applications subject to compliance with all applicable codes and the following staff recommendations.

VI. GRAPHICS



Carlyle and Eisenhower East Blocks



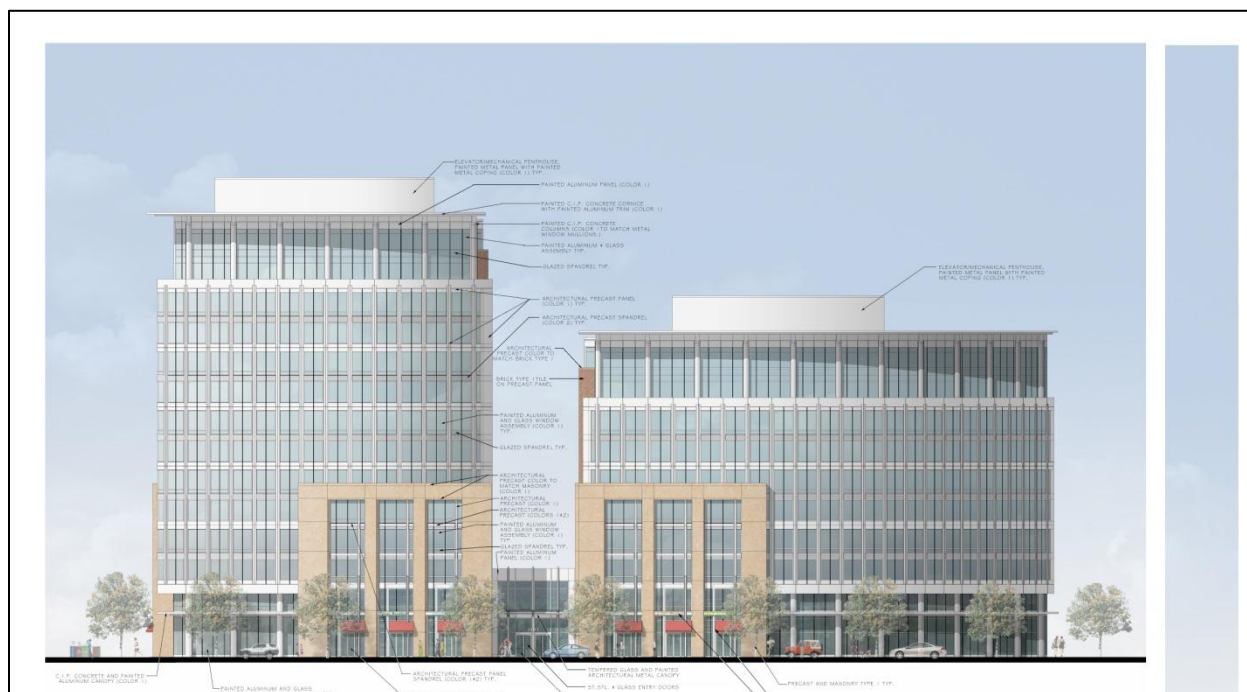
View looking east down Eisenhower Avenue



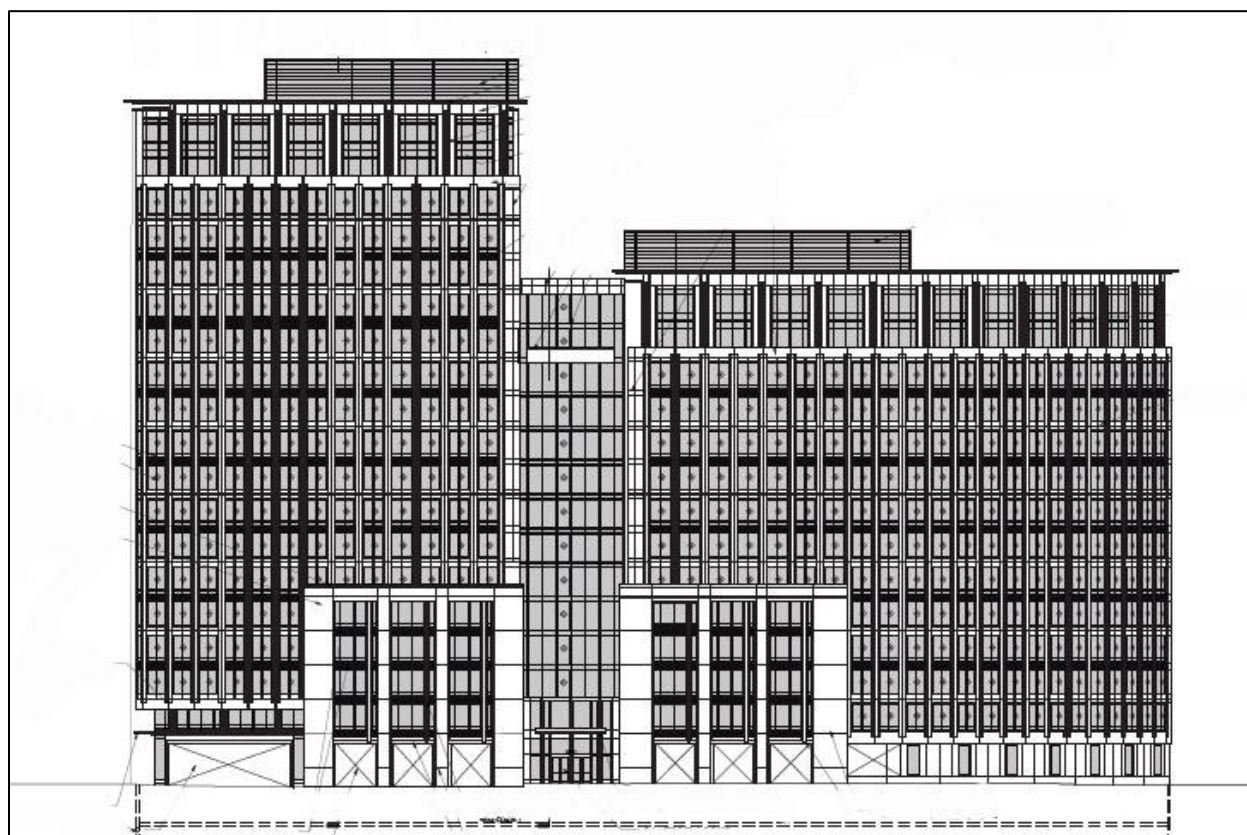
View looking north across Eisenhower Avenue



Site Plan



Original Eisenhower Avenue Elevation



Proposed Eisenhower Avenue Elevation

VII. STAFF RECOMMENDATIONS

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

CDD CONDITIONS (CDD 2011-0004)

Note: The following conditions have been carried forward from the most recent CDD approval, CDD 2009-0002, with amendments to Conditions 5, 14 and 15, and a clarification to Section H.

A. GENERAL:

1. **(DEFINITION)** The term “Settlement Agreement” means the “Hoffman Town Center Land Use and Parking Compromise” under original date of December 14, 2004, as amended under date of August 24, 2005. (P&Z)
2. **(DEFINITION)** The term “Hoffman Process Agreement” means that portion of the Settlement Agreement so denominated and setting forth the sequence of submissions/approvals governing the process for approval of the development permits for the Hoffman Property development blocks within the Eisenhower East area. A copy of the Hoffman Process Agreement is attached hereto as Addendum 1. (P&Z)
3. **(DEFINITION)** As used in this document, the phrase “Stage 1 preliminary development special use permit” means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as “Preliminary Development Special Use Permit #1”.(P&Z)
4. **(DEFINITION)** As used in this document, the phrase “Stage 2 preliminary development special use permit” means that preliminary development special use permit submitted pursuant to the Hoffman Process Agreement as “Preliminary Development Special Use Permit #2”. (P&Z)
5. Notwithstanding any contrary provisions in the Zoning Ordinance, the amended CDD Concept Plan (CDD# 2011-0004- hereby referred to as the Concept Plan), the amended Transportation Management Plan Special Use Permit (TMP-SUP # 2005-0115), the Stage 1 Development Special Use Permits, (DSUP#2005-0031, DSUP#2005-0032, DSUP#2005-0033, DSUP#2005-0034 and DSUP#2005-0035) shall remain valid until December 31, 2020. (CDD#98-05; Cond. #12)
6. The review and approval of the Stage 1 and Stage 2 Development Special Use Permits shall be as follows:
 - a. The use, “Allowable Gross Floor Area” (AGFA), number of parking spaces, levels of underground parking, preliminary mass, and height shall be reviewed and approved as part of the Stage 1 development special use permit for each development block.

- b. As part of its Stage 2 development special use permit application, the applicant shall submit the final massing, design, scale, articulation, and footprint of the building(s) and other related factors including the checklist items not previously provided as part of the Stage 1 development special use permit, and in accordance with the Eisenhower East Design Guidelines applicable to the site.
 - c. During the review of the Stage 2 development special use permit application, the scale, articulation, footprint, massing, and other architectural and/or design components will be reviewed for compliance with the Eisenhower East Design Guidelines and approved in accordance with the Eisenhower East Design Guidelines, subject to the Paragraph d below.
 - d. In the event that the application of the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines as part of the review of a Stage 2 development special use permit results in the loss of AGFA on the block(s) under review, the applicant shall be permitted to consider an administrative transfer of an equivalent amount of AGFA to such other block(s) within the approved Concept Plan as the applicant proposes. If there is not agreement regarding the administrative transfer of the AGFA as requested, or the applicant chooses not to so request, the AGFA approved pursuant to the Concept Plan and Stage 1 development special use permit shall be permitted for that block and the City and applicant shall work together on the scale, articulation, footprint, massing, and other architectural and/or design components of Eisenhower East Design Guidelines to configure the final massing.
 - e. Any other requirement for conformance to the Eisenhower East Small Area Plan and/or the Eisenhower East Design Guidelines hereafter referred to in the conditions for this revised concept plan or any DSUP or TMP SUP approved therewith that affects the development rights approved with the Stage 1 Development Special Use Permit shall mean conformance to the extent not inconsistent with the Concept Plan, TMP SUP #2005-0115; DSUP # 2005-0031; #2005-0032; #2005-0033; #2005-0034; #2005-0035; and #2000-0028. (P&Z)(PC)
7. Each block within the Concept Plan (excluding Blocks # 1, 6, 7, 8 and 14 unless otherwise provided herein) shall obtain approval of a subsequent Stage 2 development special use permit in order to redevelop or develop the site pursuant to the Stage 1 DSUP. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z)(PC)

8. Block 1 shall be limited to the building configuration existing on January 1, 2006, and any alteration to the existing building (except interior alterations and alterations to the exterior facade) shall be subject to the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines, except that a parking structure with a maximum of 215 parking spaces may be constructed by Virginia Department of Transportation (VDOT) if necessary for the replacement of those spaces taken for the Stovall ramp realignment. (P&Z) (PC)
9. Prior to submitting a Stage 2 preliminary development special use permit application, the applicant shall submit a conceptual site plan for review by the City at least 90 days prior to submission of the preliminary development special use permit application for each block(s). (P&Z)
10. Each Stage 2 development special use permit application shall be subject to review by the Eisenhower East Design Review Board or successors prior to consideration of the preliminary development special use permit by the Planning Commission and City Council. The applicant shall submit architectural elevations, massing studies and other applicable information deemed necessary by the Director of P&Z for such review as part of the submission materials for review. (P&Z)
11. The applicant may transfer Gross Floor Area (GSF) of a use approved in the Concept Plan and a pro rata share of the Gross Floor Area (GSF) of the parking from that block from one block to another block as part of a Stage 2 development special use permit, subject to approval by the Director of P&Z and subject to the following:
 - a. Change in the primary use of the property may be permitted within each CDD during the development approval process provided that the change is consistent with the principles and intent of the EESAP
 - b. A change of use that results in the transfer of an equal amount of square footage from one parcel to another may be done administratively. A change that increases the amount of building area on a parcel shall be made as an amendment to the Master Plan. (P&Z)
12. All proposed and existing above grade utility lines for each block within the Concept Plan (excluding the VEPCO transmission lines) shall be placed below grade with the development and/or redevelopment of each block(s). The cost of locating the utility lines below grade shall be the sole responsibility of the applicant and/or its successors. All proposed and existing above-grade utility lines (excluding the VEPCO transmission lines) shall be located below grade prior to the certificate of occupancy permit for each building or structure. (P&Z) (T&ES)
13. The names of each public street dedicated for public use or a street with a public access easement within the Concept Plan shall require subsequent approval by the Planning Commission. (P&Z)

14. The number of parking spaces within the CDD at all times shall be limited and/or conditioned as follows:
 - a. Structured parking on all development blocks except Block 1 is limited to a maximum of 12,143 parking spaces, unless otherwise defined in this Paragraph.
 - b. New surface parking on all development blocks except Block 1 is limited to a maximum of 150 parking spaces on Block 11 and only in conjunction with a grocery store tenant on that Block.
 - c. Surface and structured parking on Block 1 shall not exceed the surface parking existing on January 1, 2006, plus a maximum of 215 additional structured parking spaces to replace those taken by the construction of Ramp A-1 of the Telegraph Road Interchange.
 - d. Except for those blocks that are governed by DSUP #2000-0028 and Block 1, Block 2, Block 3, Block 24 and Block 25A, all parking structures shall have a minimum of two levels of parking below grade.
 - e. The number of off-street parking spaces within the Concept Plan shall be limited to a maximum number of 12,393 parking spaces (including during interim development).
 - f. On street parking, including the Town Center circle, is excluded from the foregoing maximum number of parking spaces. (P&Z) (PC)

B. BUILDINGS - USES:

15. The Allowable Gross Floor Area (AGFA), height, parking and use shall be governed by the following table, which shall also be reflected in the Concept Plan.

DSUP #2011-0020
Hoffman Block 8

Block	RETAIL	OFFICE	RESIDENTIAL	HOTEL	SUBTOTAL	GFA Exclusion	USE GFA	PARKING GFA	AGFA TOTAL (Note 2)	Structured Parking	Surface Parking	Height (Feet)
1	0	0	0	101,000	101,000	0	101,000	0	101,000	215	100	Existing
2	0	363,573	0	0	363,573	11,615	351,958	--**	351,958	915	0	210
3	0	193,907	0	0	193,907	6,033	187,874	--**	187,874	533	0	210
4	36,950	436,000	0	0	472,950	13,442	459,508	225,570	685,078	2,281	0	220
5	24,050	0	260,000	0	284,050	9,282	274,768	55,073	329,841	Shared with Block 4	0	220
6*	33,500	1,002,000	0	0	1,035,500	0	1,035,500	0	1,035,500	0	0	Note 3
7*	136,000	0	0	0	136,000	0	136,000	0	136,000	0	0	Note 3
8*	22,175	673,642	0	0	695,817	0	695,817	1,600	697,417	660	0	250
9A	0	0	0	170,000	170,000	8,190	161,810	389,396	551,206	2,172	0	220
9B	30,000	800,000	0	0	830,000	34,658	795,342	67,800	863,142	Shared with Block 9A	0	250
11	54,000	0	660,000	0	714,000	48,000	666,000	11,000	677,000	723	150***	370
12	18,000	0	595,000	0	613,000	35,000	578,000	71,000	649,000	782	0	339
14*	0	0	0	0	0	0	0	0	0	2,883	0	Note 3
22	0	0	0	0	0	0	0	0	0	0	0	0
24	0	180,000	230,000	0	410,000	9,074	400,926	--**	400,926	600	0	200
25A	0	0	180,000	0	180,000	4,160	175,840	--**	175,840	379	0	200
TOTALS	354,675	3,649,122	1,925,000	271,000	6,199,797	179,454	6,020,343	821,439	6,841,782	12,143	250	N/A

Note 1: Gross Floor Area (GFA) is defined as the sum of all gross horizontal areas under a roof or roofs. These areas are measured from the exterior faces of walls or from the center-line of party walls. Elevator and stair bulkheads, multi-story atriums and similar volumetric construction, not involving floor space are excluded.

Note 2: AGFA totals shall be applied in accordance with the EESAP.

Note 3: Per approved DSUP# 2000-0028

* This block is an existing use under approved DSUP# 2000-0028 and is not the subject of a Stage 1 DSUP. Any re-development of this block will require submission of an amended or new DSUP.

**GFA of the parking structure does not count towards AGFA.

*** - Surface parking on Block 11 is permitted solely in conjunction with a grocery store.

Within 120 calendar days of approval, the applicant shall submit a revised Concept Plan, reflecting the table approved herein. (PC)

16. The Allowable Gross Floor Area (AGFA) is defined in the EESAP as the sum of all gross horizontal areas under a roof or roofs for all structures, including above-grade parking structures, which shall be measured from the exterior faces of walls or from the center-line of party walls. Elevator and stair bulkheads, multi-story

atriums, and similar volumetric construction, not involving floor space are excluded. (P&Z)

17. The urban plazas and open space, shall be governed by the following table, which shall also be reflected in the Concept Plan. (P&Z) (PC)

URBAN PLAZA/OPEN SPACE					
			EESAP Site Area	DSUPs Site Area	Increase (Decrease)
Block	Type	Name	Square Footage	Square Footage	Square Footage
2/3	Neighborhood Square	West Side Gardens	34,800	34,800	0
4/5	Urban Square	Hotel Square	10,900	10,900	
6	Urban Square	Hoffman Town Center	Existing	Existing	
9B	Urban Square*	Eisenhower Station*	28,300	12,000	-16,300
22	Community Park	Eisenhower Park	116,000	116,000	
24/25A	RPA	Eisenhower Park/Meadows	75,000	75,000	
24/25A	Neighborhood Square	South Delaney Gardens	15,300	15,300	
Total			280,300	264,000	-16,300

* Note: 9,200 square feet of the square is located on the adjoining WMATA property; 9,000 square feet is located within the straightened Swamp Fox Rd.

C. PEDESTRIAN-STREETScape:

18. Within the right-of-way as required herein, a Sidewalk Area, which may consist of sidewalk, bike lane and/or tree wells/street tree areas and amenities, shall comply with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines and including the following:

Eisenhower Avenue

- a. A minimum 22 ft. wide brick Sidewalk Area on the northern and southern portion of Eisenhower Avenue except on Block 6 and Block 8.

Typical Street, Excluding Southern Road and Streets approved with DSUP 2000-0028.

- a. A 14 ft. wide brick Sidewalk Area on both sides, which shall consist of a tree well/street tree area and an unobstructed sidewalk.
- b. On-street parking is encouraged.

- c. Bulbouts with a 25 ft. radius shall also be provided at the intersections pursuant to the Eisenhower East Design Guidelines. (P&Z) (T&ES) (PC)
- 19. The sidewalk materials and sidewalk street furniture, amenities, lighting and pedestrian areas and streetscape design shall comply with the EESAP and Eisenhower East Design Guidelines. (P&Z)
- 20. The applicant shall prepare a plan for sculpture and public art as part of the submission of the first Stage 2 development special use permit for review and approval by the Planning Commission and City Council. (P&Z)
- 21. The urban plaza planned and/or approved for Block 8 shall be designed to connect to and be compatible with the adjoining Mill Race project. The Hoffman development team shall coordinate with the Mill Race development team and WMATA on the design of the areas between the two projects, including the connecting open space and the area under the Metrorail tracks. (P&Z)(CDD #98-05; Cond. 10)

D. STREETS - PUBLIC RIGHTS-OF-WAY:

- 22. All improvements for Eisenhower Avenue shall be public, and shall consist of the following.
 - a. The following dimensions shall apply to the right of way for Eisenhower Avenue.

Eisenhower Avenue						
		Hoffman Right of Way (Feet)		Hoffman Median Width Without Turn Lanes (Feet)****		
Stoval Street to Metro Underpass		122-125*		17-19		
Metro Underpass to Mill Race Lane/Port Street		134**		19-26		
Mill Race Lane/Port Street to Mill Road		134**		26		

Eisenhower Avenue						
		Hoffman Right of Way (Feet)		Hoffman Median Width Without Turn Lanes (Feet)****		
Mill Road to Hooff's Run Drive		146 ***		38		
* 55' north of the centerline shown on DSUP 98-0042 (as previously dedicated as part of the requirements therein). 67'-70' south of the centerline shown in DSUP 98-0042 shall be provided by the Applicant.						
** 67' south of the centerline shown on DSUP 98-0042 shall be provided by Applicant; north side owned by others						
*** 73' south of the centerline shown in the survey titled Boundary and Topographical Survey of Parcel 079.00-01-02 produced by christopher consultants and dated 8/21/05 shall be provided by Applicant; north side owned by others						
**** The median size is subject to final engineering, however, in no event shall the Applicant be required to provide more right of way than is shown above.						

	<u>NORTH SIDE OF EISENHOWER AVENUE</u>			<u>SOUTH SIDE OF EISENHOWER AVENUE</u>		
		Sidewalk Area (Feet)**			Sidewalk (Feet)**	
Stoval Street to Metro Underpass		18			22	
Metro Underpass to Mill Race Road*		22			22	
Mill Race Road to Mill Road*		22			22	
Mill Road to Hooff's Run Drive*		22			22	
* North side owned by others						
** The sidewalk size is subject to final engineering, however, in no event shall the applicant be required to provide more right of way than is shown above.						
Note: Width of Sidewalk Area on WMATA property on North and South side to be coordinated with WMATA						

(P&Z) (T&ES) (PC)

23. The following table sets forth the dimensions and elements for all streets other than Eisenhower Avenue. Except as provided herein, all streets in the Concept Plan, except those approved in DSUP 2000-0028, shall be public or provide public access easement, and shall be consistent with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines. Any changes to the Eisenhower East Design Guidelines shall require subsequent approval by the Planning Commission.
- a. The following table sets forth the minimum right of way and other conditions that shall be provided for the streets listed, subject to the limitations set forth in the following table.

Street Right of Way, Except Eisenhower Avenue			
Block	Street/Location	ROW Width	Dedicated ROW, Private Road or Public Access Easement
Block 2	N/S interior street	54'	Public Access Easement
	Taylor Street (existing)	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 3	N/S-E/W interior streets	54'	Public Access Easement
	Around West Side Gardens	54'	Public Access Easement
Block 4/5	N/S interior street	54'	Public Access Easement
	Around Hotel Square	54'	Public Access Easement
Block 9A/9B	Interior street 9N	66'	Public Access Easement
	Interior street 9E	66'	Public Access Easement
	Interior street 9W	66'	Public Access Easement
	Service road on West side	40'	Public Access Easement

Street Right of Way, Except Eisenhower Avenue			
Block	Street/Location	ROW Width	Dedicated ROW, Private Road or Public Access Easement
Block 11/12	Dock Street	66'	Public Access Easement
	Port Street	66'/54' *	To be dedicated
Block 24/25A	Dulaney Street	66'	To be dedicated
	Around South Carlyle Square	66'	To be dedicated
Block 22/24/25A	Park Road	66'	To be dedicated
Swamp Fox Road	South of Eisenhower Avenue	9'	To be dedicated
Southern Road	Service Road to Swamp Fox	40.5'	To be dedicated
Southern Road	Anchor Street to Port Street	42.5'	To be dedicated
Anchor Street	All	40'	To be dedicated
Stovall Street	All	Existing	Dedicated
Pershing Avenue	All	Existing	Dedicated
Mandeville Lane	All	Existing	Private
Grist Mill Place	All	Private Service Road	Private
* Amount or right of way to be provided from Blocks 11 and 12 to be determined by agreement with adjoining property owner. Total dedication by both property owners must meet minimum street width of 54' - 66'.			

- b. Where a public access easement is provided, it shall be a perpetual public access easement for vehicles and pedestrians.
- c. Mandeville Lane shall be constructed, operational and open to the public for vehicular and pedestrian use at the time of the development of Block 4 or Block 5. In addition, Mandeville Lane shall be constructed, and

operational, and open to the public for vehicular and pedestrian use as needed for acceptable traffic circulation as determined necessary by the Director of T&ES and P&Z as part of subsequent Stage 2 approvals except as may be precluded by a Federal Government tenant in block 6.

- d. Condition deleted
- e. Condition deleted
- f. The North /South interior street for Block 2 or Block 3, and the street around West Side Gardens shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for such Block.
- g. The North/South interior street and the street around the Hotel Square shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 4 or Block 5.
- h. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the three interior streets on Block 9 (denominated 9N, 9E and 9W in the Table) and the service road on the West side of Block 9 immediately adjacent to each building on block 9 shall be constructed, operational and the public access easement granted prior to the issuance of the certificate of occupancy for the adjacent building.
- i. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the East/West interior street between Block 11 and Block 12 (denominated Dock Street on the Concept Plan) shall be constructed, operational and the public access easement granted prior to the issuance of the first certificate of occupancy for Block 11 or Block 12
- j. The North/South street to the East of Block 9A and Block 9B (adjoining WMATA and denominated Swamp Fox Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or Block 9B. The applicant shall dedicate 9 ft. of right of way to this street. The City shall acquire the remaining 57' for the right of way from WMATA. In the event that WMATA does not provide to the City all or part of the 57' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit

- k. The North/South street to the West of Block 11 and Block 12 (adjoining WMATA and denominated Anchor Road in the Concept Plan) shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or Block 12. The applicant shall dedicate 40 ft. of right of way to this street. The City shall acquire the remaining 26 feet of right of way from WMATA. In the event that WMATA does not provide to the City all or part of the 26' of right of way, the applicant and the City shall revise the Stage 1 DSUP as necessary to reconfigure the surrounding streets and massing on each block to maintain the same use, AGFA, number of parking spaces and levels of underground parking reviewed and approved as part of the Stage 1 development special use permit.
- l. In the event the City acquires the necessary right of way from WMATA as contemplated herein, the North/South street East of Block 11 and Block 12 (denominated Port Road in the Concept Plan) shall be constructed, operational prior to a certificate of occupancy for Block 11 or Block 12. The street shall be 66 ft. from Eisenhower Avenue to Dock Lane and 54 feet from Dock Lane to Southern Street.
- m. The North/South interior street and the street around South Dulaney Gardens shall be constructed, operational prior to the issuance of the first certificate of occupancy for Block 24 or Block 25A.
- n. Southern Road from Port Street to the service drive at the West side of Block 9A shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 9A or 9B, provided the City acquires the necessary right-of-way from WMATA. Southern Road from Port Street to Swamp Fox Road shall be constructed, operational and dedicated prior to the issuance of the first certificate of occupancy for Block 11 or 12, provided the City acquires the necessary right-of-way from WMATA. The applicant shall dedicate 40.5 ft. of right-of-way for this street between the service drive at the West side of Block 9A and the Metro underpass. The applicant shall dedicate 42.6 ft. of right-of-way for this street between the Metro underpass East to Port Street. The City and the Applicant shall negotiate with VDOT for the dedication of the remaining right-of-way to achieve a full right of way width of not less than 50 ft. The surface parking lot on block 11 shall comply with the surface parking lot landscaping requirements in Section 11-410(cc)(6) of the Zoning Ordinance, except as may be modified by the Planning Commission or City Council in the Stage 2 DSUP for Blocks 11 and 12. If the landscape or right-of-way requirements in the Stage 2 DSUP result in fewer than 160 surface parking spaces on Block 11, the applicant may convert up to 35,000 square feet of retail space to residential use on Block 11. As part of the construction of Southern Road, the applicant shall be required to coordinate with VDOT to provide plantings and landscaping

within the adjoining VDOT right-of-way. If approved by VDOT, the applicant shall be required to prepare a landscape plan and install landscape screening as approved by the City and VDOT. The landscape plan shall accompany the block with the CDD which requires the construction of Southern Road and shall be reviewed and approved by the Planning Commission and City Council as part of the Stage 2 development special use permit process for the applicable block.

- o. Park Road shall be constructed, operational and dedicated from Eisenhower Avenue to the East end of Block 25A prior to the issuance of the first certificate of occupancy for Block 24 or 25A.
 - p. All other road shall be constructed, operational and dedicated (or a public access easement granted) prior to the issuance of the first certificate of occupancy for the block adjoining the road.
 - q. Dimensions of Mill Road shall be as shown on DSUP 2000-0028. (P&Z) (T&ES) (PC)
24. The preliminary subdivision plats included in the Stage 1 development special use permit application shall be revised to include all sidewalk and streets areas within the area shall be a dedicated for public right-of-way, unless otherwise specified herein. The validity of the subdivision plats shall be concurrent with the Stage 1 development special use permit in compliance with the subdivision regulations of the Zoning Ordinance. (P&Z)

E. PHASING:

25. The applicant shall dedicate the necessary public right-of-way as set forth in Condition 22 and construct all necessary improvements for Eisenhower Avenue at the time of the redevelopment of each block adjacent to Eisenhower Avenue, subject to the following:
- a. Upon formal request from the City, the applicant shall dedicate the right-of-way required by Condition 22 from Blocks 9, 12 and 19 and shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property by the City within 60 days.
 - b. Dedication of the right-of-way required to provide the full right-of-way at Blocks 22 and 24 shall be made at time of redevelopment of Block 24 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property.

- c. Dedication of the right-of-way required to provide the full right-of-way at Block 25A shall be made at the time of redevelopment of Block 25 and the applicant shall provide the necessary plats, and accompanying applicable documentation necessary for the City to accept dedication of the property. (T&ES) (P&Z) (PC)
- 26. If the Eisenhower Avenue improvements including but not limited to the Sidewalk Area, travel lanes and median are funded by the City and constructed by the City or a designee, the applicant shall, as a condition to approval of stage 2 preliminary development special use permit for Block 9B, Block 12, Block 24 and/or Block 25A , the applicant shall provide a payment to the City equivalent to the actual cost of construction of the improvements that would have been the responsibility of the applicant at the cost incurred at the time of construction. (P&Z) (T&ES) (PC)
- 27. As part of the submission of the first Stage 2 development special use permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first, the applicant shall prepare a plan for the construction of the improvements for the vehicle and bus loop and the eastern portion of Eisenhower Station Park improvements described in Condition #31C. ("Bus Loop Plan"),. The applicant shall coordinate with the City and WMATA in that design and to explore the possibility of eliminating and/or relocating the "Kiss and Ride" surface parking lot as part of the Bus Loop Plan. The final design and configuration of the streets, plaza and pedestrian circulation in the Bus Loop Plan shall be approved as part of the Stage 2 development special use permit for either block 9 or blocks 11 and 12.. Provided that the City acquires all necessary rights of way from WMATA , the Bus Loop Plan improvements shall be constructed by the applicant, operational and dedicated prior to the issuance of the first certificate of occupancy permit for Blocks 9A, Block 9B, Block 11 or Block 12, whichever occurs first. (P&Z)(T&ES) (PC)
- 28. As part of the submission of the first Stage 2 development special use permit for Block 9A or 9B, the applicant shall submit a design for the construction of the Southern Street connection along the southern portion of the Block 9A and Block 11, including a connection to Eisenhower Avenue on the East side of Block 11 and Block 12 (denominated Port Street on the Concept Plan). The applicant shall also coordinate with the adjoining property owner for Block 20 to explore the possibility of connecting the Southern Road to Mill Road at the time Southern Street is required to be constructed by the applicant. The connection to Eisenhower Avenue shall be constructed prior to a certificate of occupancy permit is issued either for, Block 11 or Block 12. (P&Z) (T&ES) (PC)
- 29. The first Stage 2 development special use permit application pursuant to the Concept Plan shall be accompanied by an Infrastructure and Open Space Phasing Plan (Phasing Plan), which shall be revised, updated and resubmitted with each subsequent Stage 2 development special use permit application. The Phasing Plan

is intended to inform the City regarding the applicant's projected timing and nature of infrastructure and open space construction activities, and to ensure that the construction of the infrastructure and open space is completed in a comprehensive manner for the entire Concept Plan. Each Phasing Plan shall include the following:

- a. A general outline for each block, infrastructure and open space element, including the most up-to-date projection of the times when construction of the different blocks, uses (i.e., office, retail, hotel and residential), open space and infrastructure are likely to commence.
- b. An outline of the events required to coordinate, design and manage the implementation of the infrastructure shown in the CDD Phasing Plan in a comprehensive manner.
- c. Notwithstanding the foregoing, the applicant shall not be bound by the order or phasing in the Phasing Plan. (P&Z)
- d. Condition deleted. (City Council)

F. OPEN SPACE AND LANDSCAPE

30. The portions of Eisenhower Park located on property owned by the applicant shall be improved and dedicated to the City consistent with the Eisenhower East Small Area Plan and with the following:
 - a. Eisenhower Park - The Meadows (Block 22 and Block 31), shall consist of amenities such as a recreational trail and a meadow for active sports and passive recreation in conformance with the Eisenhower East Small Area Plan and the Eisenhower East Design Guidelines.
 - b. All improvements shall be installed and completed by the applicant and accepted by the City, prior to the space being dedicated to the City.
 - c. Relocate Park Drive to the north consistent with the EESAP alignment.
 - d. Dedication of the land required for Eisenhower Park from Block 22 shall take place at the same time as required in these conditions for dedication of the land required for Eisenhower Park from Block 24.
 - e. Dedication and construction of Eisenhower Park shall occur in conjunction with the development of each of the adjoining blocks (Block 24, Block 25A), pursuant to the following:
 - i. The Stage 2 development special use permit application for Block 24 and/or Block 25A shall be accompanied by a design plan for Eisenhower Park, which shall be reviewed and approved as part of the Stage 2 DSUP. The approval of a Stage 2 DSUP for either block 24 or 25A shall also require the construction and dedication of that portion of the land for Eisenhower Park adjacent to that block and the construction of a pedestrian connection from Eisenhower Avenue to that portion of the Park, consistent with the Eisenhower Park design plan.
 - ii. The applicant shall be required to submit, as part of the first Stage 2 DSUP for any block approved hereunder, a permanent easement to the City for parks, open space and playgrounds, on that portion

of Tax Map Parcel 079.00-01-01, beginning at a point which is five feet (5') south of the back of the existing curb line of the surface parking lot behind the buildings located on such parcel, to the christopher consultants, ltd., dated February 24, 2006, titled Proposed Open Space Easement Area Exhibit. Such easement shall contain conditions expressly reserving to the grantor, its successors and/or assigns, all development rights, density (whether floor area, AGFA, or otherwise) and/or any other appurtenant rights that would otherwise be associated with or derived from the land area falling within the bounds of such easement consistent with Condition #87A (12).

- iii. Construction of the applicable portion of the park shall be completed prior to the certificate of occupancy permit for any development within block 24 and/or 25A, whichever occurs first, provided that construction of the entire park shall be completed before the issuance of a certificate of occupancy permit for any development within the second block to be constructed. (P&Z) (RP&CA) (PC)

- 31. The applicant shall dedicate land or a perpetual public access easement to the City, on property that is owned by the applicant, which shall provide public access to open space (including, where appropriate, access for bicycle purposes), for the following open spaces and urban squares within the Concept Plan area for Blocks 2, 3, 4, 5, 9A, 9B, 10, 24 and 25A and along the RPA, consistent with the following:

- a. West Side Gardens shall be two rectangular shaped urban squares with a minimum of 34,800 sq.ft. located on blocks 2 and 3 . The primary purpose of this park-open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monument or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 2 and/or 3. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. Construction shall occur in conjunction with the development of Blocks 2 and/or 3, and shall be completed prior to the certificate of occupancy for Blocks 2 and/or 3.
- b. Block 4 and 5 Square shall be a rectangular shaped urban square with a minimum of 10,900 sq.ft. At least 30% of the area should be designed to accommodate informal community gatherings. Construction shall occur in conjunction with the development of Blocks 4 and/or 5, and shall be completed prior to the certificate of occupancy for Blocks 4 and/or 5. A structure such as a pavilion may be permitted within the space if approved by the City. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 4 and 5. The design of the park shall be prepared and sealed by a Landscape Architect who is certified and licensed to practice in the Commonwealth of Virginia. OK

- c. Eisenhower Station - shall be an urban plaza and open space area at the Eisenhower Metrorail Station, divided by Swamp Fox Road, with a minimum area of 12,000 sq.ft. on the western portion of the street and 9,200 sq.ft. on the eastern portion of Swamp Fox Road. This space shall be designed as a civic center, with at least 50% of the area suitable to accommodate informal community gatherings and events. As one of the principal focal areas of Eisenhower East, the Eisenhower Station plaza shall be created with the highest quality materials, paving, design and amenities. With the Stage 2 development special use permit application for Blocks 9A and 9B, consideration shall be given to providing a decorative paving material for Swamp Fox Road to visually connect the two areas of open space. The eastern portion of the park shall be constructed with the metro bus loop road which is required to be constructed as part of the first Stage 2 development special use permit for Blocks 11 and 12 or 9A and 9B, whichever occurs first. Final design and construction of the western plaza shall be in conjunction with a Stage 2 development special use permit for Blocks 9A and 9B. The western portion of the park shall be constructed with Block 9B.
- d. South Dulany Gardens - shall be a rectangular shaped urban square with a minimum of 15,300 sq.ft. and surrounded by Dulaney Street and Park Drive. The primary purpose of this park- open space is to provide a passive open space area lined with street trees, a combination of grassy and hardscape areas and a focal element such as a fountain, monuments, or statue. The design of the park shall be submitted as part of the Stage 2 development special use permit for Blocks 24 and/or 25A. Construction, will occur in conjunction with the development of Blocks 24 and/or 25A, and shall be completed prior to the certificate of occupancy for Blocks 24 and/or 25A. (P&Z) (RP&CA) (PC)

G. AFFORDABLE HOUSING:

- 32. The applicant shall make a voluntary monetary housing contribution in accordance with the conclusions of the Report of the Developer Housing Contribution Policy Work Group accepted by the City Council on June 8, 2005. (Housing)(PC)

H. TRANSPORTATION MANAGEMENT PLAN:

Note – Conditions 33-34A apply only to development associated with Stage 1 and Stage 2 DSUPs. See separate TMP conditions for Blocks 1, 6, 7, 8, and 14.

- 33. The applicant shall create a program and implement a reporting system to encourage the use of mass transit, carpooling, teleworking, and ride-sharing and to discourage the use of single occupancy vehicles to the satisfaction of the Directors of P&Z and T&ES, which at a minimum shall consist of the following:

- a. A TMP coordinator with experience in this occupation shall be designated for the project. The TMP coordinator shall have an on-site office, and the name, location and telephone number of the coordinator will be provided to the City at that time, and the City will be notified at the time of any changes. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project, and for providing biannual reports to the Office of Transit and Programs in the Department of T&ES. The biannual reports will include an assessment of the effects of the previous six month's TMP activities on carpooling, vanpooling, and transit ridership; an accounting of receipts and disbursements for any TMP accounts, and a work program for the subsequent six months.. The TMP coordinator shall be provided for the individual project until the overall TMP for Eisenhower East is implemented.
- b. The applicant shall participate with other developments in Eisenhower East in a mutually agreed upon cooperative planning and implementation of projects and/or programs to reduce the use of single-occupant vehicles for travel to, from and within the Eisenhower East area.
- c. Transit, ridesharing, staggered work hours/compressed work weeks, parking restrictions, the elements of the parking management plan and the other program elements shall be promoted to prospective tenants, residents and to employers.
- d. Information about all transit, ridesharing, and other TMP elements shall be distributed and displayed to residents, employers, and employees—including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be provided in a prominent location within each building and a web site with this information and appropriate links to transit providers will be provided and maintained.
- e. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
- f. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts.
- g. A share car program shall be established and marketed as part of the ridesharing and transit marketing efforts for all blocks and buildings. These spaces should be in a convenient location for tenants and residents and the TMP Coordinator will arrange with any of the carshare companies

for placement of vehicles in this project. (Currently, Zipcar and Flexcar both have vehicles in the Alexandria area.). For those individuals that take transit, carpool/vanpool, walk, or bike to work the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.

- h. Discounted bus and rail fare media shall be sold on-site to employees and residents of the project including during hours that are convenient for residents who work. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees and/or the Office of Transit Services and Programs. The availability of this fare media will be prominently advertised.
- i. The project shall have an overall goal of a 30% non single-occupant-vehicle travel. Individual parcel goals shall be 10% to 40%, depending on specific use and proximity to the Eisenhower Metro Rail Station. The project shall have a goal of a minimum of 32 % of the employees using transportation other than single-occupancy vehicles during the peak time periods.
- j. At full occupancy of each building, a survey of residents and employees for each block shall be conducted to determine the number of employees, their place of residence/employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will be conducted annually.
- k. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the results of the annual survey, and a work program for the following year. The initial report shall be submitted one year from the time of initial occupancy of any new building.
- l. The applicant and/or building tenants shall encourage use of a staggered work hour program for office workers including the promotion of the program among existing and prospective employees, the registration of staggered work hour participants, issuing stickers and/or electronic cards to verify vehicles participating in the program and monitoring the program.

- m. The applicant shall participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by advertising such promotions in a manner and at such locations within the building acceptable to the applicant.
- n. The applicant shall fund at an annual rate of \$.15 per occupied square foot of commercial space and \$60 per residential unit use, with an annual increase consistent with the CPI Index, a transportation management account to be used exclusively for the transportation activities listed above. As determined by the Director of T&ES and P&Z, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for similar uses.
- o. The applicant shall be participate in the provision of a separate shuttle(s) for the proposed development and/or an Eisenhower East bus-shuttle service as required by the City.
- p. The applicant will provide semi-annual reports to the Office of Transit Services and Programs on the TMP fund. These reports will provide a summary of the contributions to the fund and all expenses. The first report will be due six months following the issuance of the first certificate of occupancy.
- q. Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid to the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the applicant has not made reasonable effort to use the funds for TMP Programs.
- r. Bicycle racks shall be provided in quantities sufficient to meet demand . Personal amenities (showers, lockers etc.) shall be provided for those who wish to walk, run, or bike to work.
- s. That the shall applicant prepare, as part of its leasing agreements, appropriate language to inform tenants of the transportation management plan special use permit and conditions therein, prior to any lease agreements.
- t. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.
- u. If the use, AGFA or number of parking spaces approved in the Stage 1 DSUP for a particular block are amended by a Stage 2 DSUP for that block, to the extent that the amended use, AGFA or number of parking

spaces causes an increase in peak am or pm traffic generation in relation to the traffic study prepared by BMI-SG dated October 2005, the applicant shall submit an amendment to the Transportation Management Plan pertaining to the subject of the change to the Stage 1 DSUP. (P&Z) (T&ES) (PC) (City Council)

34. The applicant shall prepare a parking management plan with each stage 2 preliminary development special use permit to the satisfaction of the Director of P&Z and T&ES, which shall at a minimum include the following:
 - a. Each building shall contribute to and participate in the management of parking assets within the development, as appropriate for the use of the building.
 - b. Depicts the reallocation of surface parking spaces and the resulting impacts on the adjoining blocks.
 - c. Single occupancy vehicle (SOV) parking at fair market rates.
 - d. Reserved, conveniently located, and free vanpool parking spaces
 - e. Reserved, conveniently located, and discounted carpool parking spaces.
 - f. Planning and implementation of special strategies related to major event parking relating to the requirements of any hotels or community activities within the concept plan.
 - g. Parking rates for the parking within the parking structure shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria, except that free parking may be provided for retail patrons.
 - h. All office employees shall be required to pay market rates for parking; no parking may be provided free or at reduced rates or with costs reimbursed by the employer unless that employer provides an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users.
 - i. Spaces defined as “short-term” parking shall be solely utilized for use by visitors and retail use and shall include all appropriate signage. (P&Z)(PC) (CDD 98-02; Cond. #11)

34A. The following Legal/Procedural conditions shall apply to the TMP SUP:

1. The TMP SUP or any amendment thereto shall not include a requirement for the properties to be part of a special taxing district. (Settlement Agreement Condition #10)
2. The TMP SUP or any amendment thereto shall not include a requirement for vehicular connection between Grist Mill Place and Grist Mill Road (Settlement Agreement Condition #4)
3. Except as otherwise provided in conditions #23, #25, #27 and #28 of the Concept Design Plan (2005-0002), all property dedicated for right of way shall be dedicated as part of the physical redevelopment of the block

where the property is located, shortly prior to the issuance of the certificate of occupancy for the first building on such block. (Settlement Agreement condition # 5)

4. Except as otherwise provided in condition #25 of the Concept Design Plan (2005-0002), the dedication and/or acquisition of right-of-way required to widen Eisenhower Avenue shall only be required of/from the applicant/land owner upon the physical redevelopment of each block adjacent to Eisenhower Avenue pursuant to the Stage 1 DSUP for each such block, prior to the issuance of a certificate of occupancy for the first building constructed on such block.
5. Notwithstanding anything to the contrary contained herein or in the Concept Plan or EESAP, no parking ratios shall apply.

I. CONCEPT PLAN CONDITIONS DELETED.

35. **CONDITION DELETED** (formerly cond. #4 of CDD 98-0002)
36. **CONDITION DELETED**
37. **CONDITION DELETED** (formerly cond. #5 of CDD 98-0002)
38. **CONDITION DELETED** (formerly cond. #6 of CDD 98-0002)
39. **CONDITION DELETED** (formerly cond. #7 of CDD 98-0002)
40. **CONDITION DELETED** (formerly cond. #1 of CDD 98-0002)
41. **CONDITION DELETED** (formerly cond. #2 of CDD 98-0002)
42. **CONDITION DELETED** (formerly cond. #3 of CDD 98-0002)
43. **CONDITION DELETED** (formerly cond. #8 of CDD 98-0002)
44. **CONDITION DELETED** (formerly cond. #9 of CDD 98-0002)

DSUP CONDITIONS (DSUP 2011-0020)

Note: Conditions #1-68 have been carried forward from DSUP 2000-0028 and deleted or amended as necessary for Block 8 only. Conditions for other blocks within the Hoffman Town Center remain under DSUP 2000-0028 as noted below. The block numbers cited in the conditions have been updated to correspond with the block numbers established in the current CDD concept plan. New, standard conditions have been added beginning at Condition #69.

1. Any inconsistencies between the various drawings shall be reconciled to the satisfaction of the Director of P&Z and T&ES. (P&Z) (DSUP 2000-00028)
2. **[CONDITION REPLACED BY STANDARD CONDITIONS FOR THIS DSUP ONLY]** ~~Each restaurant shall be required to obtain a separate special use permit to govern its operation. (P&Z) (DSUP 2000-00028)~~
3. Condition deleted (CC)
4. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** The proposed movie theater shall be permitted subject to the following operating conditions:
 - a) The hours of operation shall be limited to between 11:00 A.M. and 2:30 A.M., daily.
 - b) No shows shall start after 11:30 P.M. or after 12:00 Midnight on Friday and Saturdays or, upon notification to the Police, evenings before Holidays and Holiday evenings.
 - c) Video games shall be limited to the use of movie patrons.
 - d) Video games shall be located against a wall, illuminated to six foot candles, minimum, maintained.
 - e) To prevent the movie theater from becoming a video arcade, the front doors shall be locked from the outside and the video games shall be turned off at the start of the last show.
 - f) To limit access and control trespassers and for employee safety and robbery prevention, closed circuit television or designated employees shall monitor all side exits.
 - g) Signs shall be posed that read: “No trespassing or loitering unless conducting business with the theater.”
 - h) The operator shall use uniformed security personnel during late evening hours that have arrest powers for Friday evening, Saturday evening and school holidays.
 - i) No alcoholic beverages shall be served.
 - j) In the event that public safety becomes a concern to the Chief of Police, the Chief may request that this special use permit be docketed for consideration of additional conditions related to public safety. (P&Z, Police) (DSUP 2000-00028)
5. Condition deleted. (DSUP 2000-0028)
6. A double row of trees in a minimum 20' planting area shall be provided along Eisenhower Avenue, except that:

- the double row of trees may be eliminated for the roughly 180' long section in front of the plaza area. (P&Z)
- 7. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** ~~All surface parking lots shall have trees planted around the perimeter generally at a maximum of 30' on center. A screen hedge or other screening shall also be provided around the perimeter of all surface parking lots, to the satisfaction of the Director of P&Z and the City Arborist. (P&Z) (DSUP 2000-00028)~~
- 8. Condition replaced.
- 9. Condition replaced.
- 10. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** ~~The final site plan shall take into consideration the realignment of Mill Road and shall be permitted to be modified, including the expansion and reconfiguration of parking lots and shifting of landscaping, to accommodate the new Mill Road alignment, to the satisfaction of the Directors of T&ES and P&Z. In the event the new Mill Road alignment is not finally designed at the time of the final site plan for this phase of development, revisions to accommodate the new Mill Road realignment made be made to the released final site plan for this project as a minor amendment. (P&Z, T&ES) (DSUP 2000-00028)~~
- 11. The developer shall make a monetary contribution to the Eisenhower Avenue Improvement Fund in the amount of \$1.10 per net square foot of commercial development space, with credit to be given for infrastructure improvements constructed directly by the applicant. (T&ES) (DSUP 2000-00028)
- 12. Condition deleted. (CC)
- 13. To the extent possible, all utility relocation shall occur prior to or in conjunction with roadway improvements. (T&ES) (DSUP 2000-00028)
- 14. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** ~~Relocated sanitary sewer shall run on north side of Eisenhower Avenue under new lane, so long as traffic on Eisenhower Avenue is not impeded during construction and it is designed to the satisfaction of the Director of T&ES. (T&ES) (DSUP 2000-00028)~~
- 15. Details (plan and profile) of all utility relocations that are part of this plan shall be provided with the first final site plan. (T&ES) (DSUP 2000-00028)
- 16. Condition replaced.
- 17. Condition replaced.
- 18. Install City standard Emergency Vehicle Easement and Handicapped Parking signs. (T&ES) (DSUP 2000-00028)

19. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** The development shall accommodate the following public roadway improvements:
 - ~~—the widening of Eisenhower Avenue.~~
 - ~~—the realignment of Mill road~~
 - ~~—the construction of flyover ramp from the beltway to Eisenhower Avenue at Stovall Street.~~All land transfers, vacations and dedications related to any of such improvements shall be accomplished and recorded prior to the approval; of the final site plan for a preliminary development plan necessitating or potentially affecting the future planned implementation of such improvement. (T&ES) (DSUP 2000-00028)
20. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** Provide ROW dedication for widening of Stovall street to 59' plus 10' sidewalk/planting areas on each side, unless sidewalks are provided in easements, and redesign the intersection of Stovall/Pershing—all improvements to the intersection must be completed to the satisfaction of the Director of T&ES before any certificate of occupancy is issued. (T&ES) (DSUP 2000-00028)
21. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** Upgrade the signal at Pershing /Stovall intersection. (T&ES) (DSUP 2000-00028)
22. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** The interim plan for the Swamp Fox Road access to Eisenhower Avenue shall be designed to the satisfaction of the Director of T&ES. (T&ES) (DSUP 2000-00028)
23. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** Widen the north side of Eisenhower Avenue from Metro overpass to the Stovall; the south side may also be widened in conjunction with this plan. (T&ES) (DSUP 2000-00028)
24. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** The circulation/access plan for the parking lot along Mill Road shall be designed to improve operations, with traffic controls shown, to the satisfaction of the Director of T&ES. (T&ES) (DSUP 2000-00028)
25. Extend pedestrian area from Grist Mill Place to Mill Road to the satisfaction of the Directors of T&ES and P&Z. (T&ES) (DSUP 2000-00028)
26. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** Provide for right in/right out for the garage access from Mill Road at the Metrorail overpass. The parking garage structure and driveway access entrance shall be redesigned, if necessary, to allow for adequate sight lines onto Mill Road, to the satisfaction of the Directors of T&ES and P&Z (T&ES) (DSUP 2000-00028)

27. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]**
~~Provide for at least 4 gates with reverse capability (3 in/1 out in AM and 3 out/1 in PM) for garage access from Mandeville Lane. (T&ES) (DSUP 2000-00028)~~
28. Garage access and circulation must be designed to the satisfaction of the Director of T&ES. (T&ES) (DSUP 2000-00028)
29. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]**
~~Label applicable City Standard for private streets on the plans. (T&ES) (DSUP 2000-00028)~~
30. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]**
~~Regulate parking along Mandeville Lane to accommodate the traffic flow during peak periods. (T&ES) (DSUP 2000-00028)~~
31. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]**
~~Provide traffic conduit to interconnect the signals in the vicinity of the project to the satisfaction of T&ES. (T&ES) (DSUP 2000-00028)~~
32. Condition replaced.
33. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** The
~~lighting plan must be coordinated with Mill Road relocation plan in relation to the right-of-way lights along Mill Road. (T&ES) (DSUP 2000-00028)~~
34. Condition replaced.
35. Show a completed worksheet B, an appropriate environmental site assessment statement and a BMP concept that will treat the WQV for the entire site. (T&ES) (DSUP 2000-00028)
36. The Stormwater Best Management (BMPs) required by this project shall be constructed and installed under the direct supervision of the design professional or his/her designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the Best Management Practices are:
 - a. Constructed and installed as designed in accordance with the approved final site plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized.
 - c. In addition, aggregate layers and collector pipes may be installed but shall not be covered unless the resident engineer and/or his/her representative is present. (T&ES) ****(DSUP 2000-00028)

37. Applicant shall consult with the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarm systems for the buildings. (Police) (DSUP 2000-00028)
38. Condition replaced.
39. Condition replaced.
40. Emergency buttons that ring into a central monitoring station within the buildings are recommended for these parking structures. (Police) (DSUP 2000-00028)
41. No trespassing or loitering signs shall be placed in the parking lots and parking garage. (Police) (DSUP 2000-00028)
42. Condition replaced.
43. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of P&Z and T&ES. (P&Z) (DSUP 2000-00028)
44. Provide locations and details of amenities such as benches, tables and trash receptacles to be provided in open areas such as plazas and entry ways, where resident workers are likely to gather. (P&Z) (DSUP 2000-00028)
45. Condition replaced.
46. A continuous tree trench shall be provided for street trees along Eisenhower Avenue, similar in design to the trench employed within the Carlyle Development. (P&Z) (DSUP 2000-00028)
47. The final design of the plaza on block ~~5-8~~ shall be to the satisfaction of the Directors of P&Z and RP&CA and shall include:
 - all elements shown on the preliminary site plan,
 - sculpture or a water feature as an integral design element of the space,
 - appropriate tree species as identified by the city arborist. (P&Z) (DSUP 2000-00028)
48. The block 8 office building design shall be generally consistent with the elevations provided in the preliminary development plan, and shall include:
 - predominately masonry materials (precast concrete or brick),
 - penthouse design more integrated into the design of the building,
 - refinements to the street level to incorporate pedestrian friendly elements such as multiple doors, display windows and awnings.

The final design shall be to the satisfaction of the Director of P&Z. (P&Z) (DSUP 2000-00028)

49. No less than 15,000 sq.ft. of ground level space on block ~~5~~ **8** shall be devoted to retail use, and this retail space shall be predominately located facing Eisenhower Avenue (the pedestrian plaza) and Swamp Fox Road, with individual entrances to the street level. The retail uses shall not locate storage facilities, display racks and/or walls in front of doors and windows at street level.
50. The design treatment and palette of materials shown for pedestrian sidewalks and plazas shall be generally consistent with the "Landscape & Materials and Landscape & Hardscape" plans depicted in the preliminary development plan, to the satisfaction of the Director of P&Z. (P&Z) (DSUP 2000-00028)
51. The applicant shall locate all utility structures (except fire hydrants) away from view from public rights-of-ways and shall screen utilities to the satisfaction of the Director of P&Z. (P&Z) (DSUP 2000-00028)
52. Any additional dumpsters and recycling facilities shall be shown on the final site plan. Such facilities shall be located in locations not visible from public rights-of-ways to the extent possible, and shall be screened to the satisfaction of the Director of P&Z. (P&Z) (DSUP 2000-00028)
53. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** ~~The construction of the Holmes Run Trunk Sewer (HRTS) relocation, as shown on the attached Exhibit 1, shall be completed prior to the first to occur of the following events: (City Council) (DSUP 2000-00028)~~
 - a. ~~issuing of building permits for the office building located on Block 5 **8** and/or the freestanding restaurant adjacent to Eisenhower Avenue, or~~
 - b. ~~issuing construction permits for any permanent structures closer than 15 ft. from the centerline of the existing HRTS, or~~
 - c. ~~relocation of the existing HRTS immediately to the east of the Hoffman Town Center, to the Eisenhower Avenue right-of-way or land adjacent thereto.~~

~~The HRTS relocation project shall comply with the terms and conditions contained in an agreement to be negotiated between the applicant and the Alexandria Sanitation Authority (ASA).~~

~~The relocated HRTS shall be 72 inches in diameter and shall meet the guidelines established for this project as provided by ASA and shall be subject to the approval of the Director of Transportation and Environmental Services and the Engineer Director of ASA. After the relocation is complete, Eisenhower Avenue shall be reconstructed and repaved to the satisfaction of the Director of T&ES. The cost of the HRTS relocation, including all associated engineering and legal cost, shall be paid in full by the applicant.~~

~~Any abandoned HRTS in the public right of way shall be removed at the applicant's expense at the time of the relocation. HRTS on private property shall be abandoned according to the guidelines of ASA. The City and ASA shall be relieved of all responsibility for the abandoned HRTS.~~

54. Condition replaced.
55. Condition replaced.
56. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** ~~At the intersections of Stovall Street with Mill Road and Eisenhower Ave; provide upgraded traffic signal poles and masts arms, LED traffic signals, pedestrian countdown signals, and to the satisfaction of the Director of T&ES. (PC) (DSUP 2000-00028)~~
57. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** ~~Prior to the start of construction, developer shall submit shop drawings to T&ES for approval for the following equipment: traffic signal poles/masts, LED traffic signals, pedestrian signals, and traffic and pedestrian signage/poles. (PC) (DSUP 2000-00028)~~
58. Condition replaced.
59. Condition replaced.
60. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** ~~Current design for mid block pedestrian crossing on Mandeville Lane serving handicap parking spaces is not acceptable. Provide a pedestrian activated signaled crossing at the mid block pedestrian crossing on Mandeville Lane. (T&ES) (P&Z) (DSUP 2000-00028)~~
61. **[NOT APPLICABLE TO BLOCK 8 – REMAINS PART OF DSUP 2000-00028]** ~~Configure Eisenhower median across from proposed one way entrance to prevent left turns from eastbound Eisenhower Ave. (T&ES) (DSUP 2000-00028)~~
62. Provide all traffic and pedestrian signage to the satisfaction of the Director of T&ES. (DSUP 2000-00028)
63. Provide construction phasing narration addressing building improvements, on-site parking, and widening of Eisenhower Ave. (DSUP 2000-00028)
64. Condition replaced.
65. Condition replaced.
66. Condition replaced.
67. Condition replaced.

68. The proposed planter boxes are to be a maximum height of 36 inches. (Police) (DSUP 2000-00028)

Note: The following conditions are standard conditions that now apply to Block 8.

69. The Final Site shall be in substantial conformance with the preliminary plan dated July 15, 2011 and comply with the following conditions of approval.

A. PEDESTRIAN/STREETSCAPE:

70. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
- a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6'.
 - d. All brick sidewalks shall comply with the City's Memo to Industry 05-08. This pattern shall be installed along the entire Eisenhower Avenue frontage (i.e. Metro tracks to Swamp Fox Road).
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - h. All interior pedestrian crossings shall include brick paver or stamped asphalt combination speed table/pedestrian crossings designed to the satisfaction of the Director of T&ES.
 - i. All crosswalks within the Right of Way shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
 - j. Six foot clear pedestrian access shall be provided along the east side of the building linking to the sidewalks along Eisenhower Avenue and Grist Mill Place.
*** (P&Z)(RP&CA)(T&ES)

B. OPEN SPACE/LANDSCAPING:

71. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z. At a minimum the Landscape Plan shall:
- a. Ensure positive drainage in all planted areas.

- b. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - c. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - e. All tree wells shall comply with the Eisenhower East Design Guidelines. (P&Z)
72. Provide more details about the area under the metro tracks along Eisenhower Avenue. Per CDD Condition # 21, this area shall have a completed look that is compatible with the plaza and sidewalk. At a minimum, the roadway shall be minimized and the area not sidewalk shall be landscaped. (P&Z)
73. Provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)
74. Develop a palette of site furnishings in consultation with staff.
- a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash receptacles, drinking fountains and other associated features.(P&Z)(T&ES)
75. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, and T&ES.(P&Z)(T&ES)
76. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City's Landscape Architects to review the scope of installation procedures and processes. (P&Z)

77. As-built documents for all landscape and irrigation installations are required. Refer to City of Alexandria Landscape Guidelines, Section III A & B. ****(P&Z)
78. The landscape elements of this development shall be subject to the Landscape and Performance Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Landscape and Performance Maintenance Bonds are subject to inspections by City staff at completion of construction, and at periods of one year and three years after completion. ****(P&Z)

C. BUILDING:

79. The building shall be consistent with the elevations and perspectives submitted to the City on June 15, 2011 and presented to the Carlyle/Eisenhower East Design Review Board on June 30, 2011. (P&Z)
80. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
81. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project's registration with LEED with the submission of the first final site plan.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver certification from USGBC within two years of obtaining a final certificate of occupancy.

- e. Failure to achieve LEED Silver certification will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's determination will apply. (P&Z)(RP&CA)(T&ES)(PC)
- 82. The applicant shall work with the City for reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
- 83. The applicant shall use EPA-labeled WaterSense fixtures to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
- 84. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

D. RETAIL USES:

- 85. Ground floor uses of areas designated on the plan as “retail” shall be limited to retail, personal service uses, day care centers, and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
 - a. one leasing office for the building is allowed;
 - b. retail shopping establishments shall not include appliance stores, auto parts stores, and lawn and garden supply stores;
 - c. personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops;
 - d. day care centers are subject to the applicable conditions below;
 - e. restaurants are subject to the applicable conditions below; and
 - f. other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed. (P&Z)
- 86. Day care centers shall be permitted with an administrative special use permit provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
 - a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
 - b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z)(T&ES)

87. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
- a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
 - b. The hours of operation for the restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday.
 - c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. (Code)(P&Z)(T&ES)
88. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
- a. Provide a minimum 15 feet floor to floor height.
 - b. All retail entrances along Eisenhower Avenue, Swamp Fox Road, and Grist Mill Place shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)

E. SIGNAGE:

89. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, RP&CA, and T&ES.*
- a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign. (Arch)(P&Z) (RP&CA) (T&ES)

90. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
 - a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
91. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

F. HOUSING:

92. A voluntary contribution of \$1.50 on the commercial square footage (695,817), for a total estimated contribution of \$1,043,725 would be consistent with the “Developer Housing Contribution Work Group Report” dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. (Housing)

G. PARKING:

93. Provide 130 bicycle parking space(s), 6 showers for office workers (3 showers per gender), and 90 clothes storage lockers, per Alexandria’s current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)
94. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
 - a. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
 - b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
 - c. Appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)

H. BUS STOPS AND BUS SHELTERS:

95. Show the existing DASH and WMATA REX bus stop on westbound Eisenhower Avenue between Swamp Fox Road and Stovall Street on the final site plan. (T&ES)

96. Make the existing bus stop on westbound Eisenhower Avenue between Swamp Fox Road and Stovall Street ADA compliant. ADA compliance includes:
 - a. Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details. (T&ES)
97. Install a City standard bus shelter for the DASH and WMATA REX bus stop on westbound Eisenhower Ave between Swamp Fox Road and Stovall Street. Coordinate with T&ES Transit Services regarding the standard detail for the shelter. The property owner(s) shall be responsible for maintaining (cleaning & repair of) this bus shelter. (T&ES)

I. SITE PLAN:

98. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
99. Submit the plat(s) for all applicable easements prior to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.* (P&Z)
100. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas. (RP&CA)(P&Z)(T&ES)
101. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.

- d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - k. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)
102. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Retail, Office) if known. (P&Z)
103. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

J. CONSTRUCTION:

104. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)

105. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include the overall schedule for construction and the hauling route;
 - c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)
106. Provide off-street parking for all construction workers without charge to the construction workers. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
 - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
107. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
108. No major construction staging shall be allowed within the public right-of-way on Eisenhower Avenue or along Swamp Fox Road. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
109. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
110. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to

this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

111. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
112. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
113. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
114. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
115. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
116. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z)
117. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

K. WASTEWATER / SANITARY SEWERS:

118. The applicant shall submit a letter to the director of T&ES that acknowledges that this property will participate if the City adopts a plan in the future to require equal and proportionate participation in an improvements plan to mitigate wet weather surcharging in the Holmes Run Trunk Sewer sanitary sewer shed. The letter must be submitted prior to release of the final site plan. (T&ES)

L. SOLID WASTE:

119. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) receptacles Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

M. STREETS / TRAFFIC:

120. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
121. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
122. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
123. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
124. Show turning movements of standard vehicles in the parking structure and turning movements of the latest design vehicle projected to utilize the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

125. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

N. UTILITIES:

126. Locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)

O. SOILS:

127. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

P. WATERSHED, WETLANDS, & RPAs:

128. The storm water collection system is located within the Timber Branch watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

Q. BMP FACILITIES:

129. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
130. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
131. Submit two originals of the storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
132. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management

Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)

133. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)
134. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

R. CONTAMINATED LAND:

135. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)
136. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
137. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil.

- d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
 - e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
 - f. Applicant shall submit 3 hard copies and 2 electronic copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
138. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Hoffman Block 8 site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

S. NOISE:

139. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
140. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)
141. Supply deliveries, loading and unloading activities shall not occur between the hours of 11:00 pm and 7:00 am. (T&ES)

T. AIR POLLUTION:

142. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

U. ARCHAEOLOGY:

143. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (ARCH)
144. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (ARCH)

V. DISCLOSURE REQUIREMENTS:

145. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
 - a. That Metrorail tracks are located within the immediate vicinity of the project, are permitted to continue indefinitely.
 - b. That Eisenhower Avenue is a major four-lane arterial and that future traffic is expected to increase significantly as development along Eisenhower Avenue continues. (P&Z)(T&ES)

TRANSPORTATION MANAGEMENT PLAN CONDITIONS (SUP2011-0046):

Note: The following conditions have been carried forward and amended as necessary from SUP 98-0043 and apply to Blocks 1, 6, 7, 8 and 14.

1. Condition replaced by standard conditions and attachment #2.
2. Condition replaced by standard conditions and attachment #2.
3. Condition replaced by standard conditions and attachment #2.
4. Condition replaced by standard conditions and attachment #2.
5. Condition replaced by standard conditions and attachment #2.
6. Condition replaced by standard conditions and attachment #2.
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10. Condition replaced by standard conditions and attachment #2.
11. Condition replaced by standard conditions and attachment #2.
12. Condition replaced by standard conditions and attachment #2.
13. Condition replaced by standard conditions and attachment #2.
14. Condition replaced by standard conditions and attachment #2.
15. An amendment to this TMP shall be processed with each approval of a new preliminary development plan for a portion of the Hoffman CDD in order to incorporate specific TMP elements for proposed future uses as they are approved through the development process. (SUP98-0043)
16. According to Article XI of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to persuade residents and employees to take public transportation or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP *Attachment #2* to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)

17. Any special use permit granted by City Council under this section 11-700, unless revoked or expired, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all of their heirs, successors and assigns. Any use authorized by a special use permit granted under this section 11-700 shall be operated in conformity with such permit, and failure to operate shall be deemed grounds for revocation of such permit, after notice and hearing, by the city council. (T&ES)
18. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
19. The applicant shall have the option of participating in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date. (T&ES)(PC)
20. The applicant shall contribute \$40,000 to the city prior to Final Site Plan release for the City to install and maintain a bike share station as part of a bike share program implemented and administered by the City. The applicant shall also grant an easement to the City to install and maintain the bike share station. This location shall be mutually agreeable to the applicant and the City and is contemplated as being near the future WMATA Station expansion, along Eisenhower Avenue, or at the WMATA Station directly across the street from the project. In the event a bike share station cannot be located as contemplated by this condition, an alternate off-site location within a two block radius of the project may be selected, in a location mutually agreeable to the applicant and the City. (T&ES) (PC)
21. Condition deleted. (PC)

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Transportation and Environmental Services

- F - 1. Provide a cut sheet or detail of the existing Vortech device on the plan to confirm that it can treat the additional 0.12 acres of impervious area being directed to it post development and can bypass the additional 1.43 cfs during the 10 year storm. (T&ES- OEQ)
- F - 2. Sheet 12; Add a BMP narrative that indicates how the original storm water quality requirements were satisfied for the parcel and provide reference documents separately to OEQ. Of particular interest is how the 5.95 acres of untreated impervious area on block 6 were addressed. Until this is resolved the “Miscellaneous Block” shall state no under “Total WQV treated. (T&ES- OEQ)
- F - 3. Sheet 13: Drainage areas adding to 18.50 acres cannot be verified. Revise as appropriate. (T&ES- OEQ)
- F - 4. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 5. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 “Design Guidelines for Site Plan Preparation” dated December 3, 2009, which is available at the City’s following web address: <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 6. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

- F - 7. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 8. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 9. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 10. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F - 11. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 12. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a

distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

- F - 13. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 14. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 15. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 16. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 17. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 18. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 19. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- F - 20. The two proposed trash receptacles located in the right of way will be collected by T&ES Solid Waste. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site

improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 5 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services.
(b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

- C - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- C - 8 Incompliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- C - 11 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C - 12 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

- C - 13 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)
- C - 14 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 15 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 16 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 17 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 18 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 19 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 20 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 21 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 22 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

- C - 23 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code.
- C - 24 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 25 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 27 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the water quality volume default and stormwater quantity management. (T&ES)
- C - 28 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 29 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. * (T&ES)

Virginia American Water Company

1. Developer shall submit a Code Administration approved ISO calculation in order to verify whether the existing & proposed water main layouts achieve the Needed Fire Flow.
2. The two relocated fire hydrants and new 8" fire service line will be recorded as private utilities, and shall be installed under a VAW "Application for Special Connection" fire service agreement.
3. Indicate the peak daily domestic demand (gpm), in order to evaluate the meter size.
4. Storm inlet 19-7 is conflict with the existing water service line. Relocate the inlet.

Fire Department

- C-1 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the

building, one on each side/end of the building; c) fire hydrants located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) all Fire Service Plan elements are subject to the approval of the Fire Official.

- C-2 Building is over 50 feet in height and is required to have ladder truck access equaling 48% of the building perimeter by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.
- C-3 The final site plans shall show placement of fire easement signs.
- C-4 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
- a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
 - b) The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
 - c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
 - d) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

Police

- R-1 A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703- 838-4520
- R-2 The proposed shrubbery is to have a maximum height of 36 inches when they are fully mature.
- R-3 No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.
- R-4 Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.
- R-5 The Applicant did not submit a Photometric plan for review; it is recommended that a plan is submitted.
- R-6 Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.
- R-7 The lighting for the surface lot and all common areas is to be a minimum of 2.0 foot candles minimum maintained.
- R-8 The underground garage elevator vestibules should be constructed of transparent/glass panels to allow all around surveillance and provide clear sightlines.
- R-9 It is recommended that the doors in the garage (level only) leading into the stairwell have controlled electronic access.
- R-10 It is recommended that the vehicular entrance to the garage be secured by a coiling gate and have a siren activated opening system for emergency vehicles
- R-11 Recommend installing an “in building amplifier” so emergency personnel (Police, Sheriff, Fire and Rescue) does not lose contact with the Emergency Communications Center while in the structure.
- R-12 The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each building. (at least 3 inches high and reflective at night). It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

Health Department

- C-1 An Alexandria Health Department Permit is required for all regulated facilities.

- C-2 Permits are non-transferable.
- C-3 Permits must be obtained prior to operation.
- C-4 Six sets of plans are to be submitted through the Permit Center and approved by this department prior to construction of any facility regulated by the Health Department.
- C-5 Plans for food facilities must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food Establishments. There is a \$200 fee for review of plans for food facilities.
- C-6 Pool plans must comply with Title 11, Chapter 11, Swimming Pools. Tourist establishment pools must have six (6) sets of plans submitted.
- C-7 Personal grooming facilities must comply with Title 11, Chapter 7, Personal Grooming Establishments.
- C-8 Tanning Salons must meet State Code Title 59.1, Chapter 24.1, Tanning Facilities.
- C-9 Massage facility plans must comply with Title 11, Chapter 4.2, Massage Regulations. All massage therapists must possess a current massage therapist certification, issued by the Commonwealth of Virginia in accordance with the Code of Virginia Chapter 599, § 54.1-3029 and must possess an Alexandria Massage permit in accordance with Alexandria City Code Title 11, Chapter 4.2 prior to engaging in any massage activity.
- C-10 Coin-operated laundry plans must comply with Title 9, Chapter 5, Coin Operated Laundries.
- C-11 Hotels/Motels must comply with State Code 35.1, Hotels, Restaurants, Summer Camps, and Campgrounds.
- C-12 Food must be protected to the point of service at any outdoor dining facility.
- R-1 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.

Asterisks denote the following:

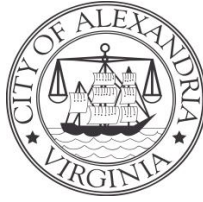
- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

VIII. ATTACHMENTS

Attachment #1: Letter of Support from the Eisenhower East Design Review Board

Attachment #2: Transportation Management Plan (TMP)

Attachment #3: Staff report for DSUP 2000-0028



CARLYLE/EISENHOWER EAST DESIGN REVIEW BOARD

DATE: August 23, 2011

TO: Alexandria Planning Commission and Alexandria City Council

FROM: Carlyle/Eisenhower East Design Review Board (Alvin Boone, Faroll Hamer, Roger Lewis, and Lee Quill)

SUBJECT: DSUP 2011-00020 – Proposed Revisions to Office Building on Hoffman-Block 8

The Carlyle/Eisenhower East Design Review Board (DRB) serves in an advisory capacity to the City Council and Planning Commission on the design of projects within the Eisenhower East Small Area Plan boundaries. In that role, the DRB met June 30, 2011 to review the proposed revisions to the office building previously approved in 2000 for Hoffman-Block 8. At this meeting the Board discussed several issues with the applicant, including:

- the impact of additional height on the building's design and compatibility with the surrounding area;
- the vertical extension of the atrium component and connection of floor plates between the two towers;
- the provision of public access through the atrium;
- parking requirements; and
- whether the transfer of floor area from Blocks 2 and 3 should be permanent or revert back to the original amount if a federal tenant is not obtained.

In general, the Board was supportive of the floor area transfer and additional height since it puts more density closer to the Metro, makes the height of the building more compatible with existing and proposed adjacent buildings, and improves the overall proportions of the project. The changes to the design of the building are minimal, since the existing footprint is retained and the same materials and details will be used. Furthermore, the Board did not have any objection to keeping the density transfer permanent, even if a federal tenant is not obtained, given the larger benefits to the building and neighborhood of shifting density closer to transit.

Following these discussions, the Board unanimously voted to **recommend approval** of the proposed revisions subject to the following:

1. The public access through the atrium from Eisenhower Avenue to Grist Mill Place should be retained.
2. The applicant should explore eliminating at least one level of below grade parking.

Transportation Management Plan

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and is now part of the Alexandria Zoning Code (Chapter 6, Title 7). The ordinance requires that office, retail, residential and industrial projects which achieve certain square footage thresholds submit a special use permit application which must include a traffic impact analysis and a transportation management plan (TMP). The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to increase the use of transit and reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Hoffman Block 8 consists of six parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization, Funding and Reporting
- 3) Transportation Management Plan Directives
- 4) Evaluation of the Effectiveness of the TMP
- 5) District Transit Management Program
- 6) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The Hoffman Block 8 site is located approximately 300 feet from the Eisenhower Avenue Metro Station. Several DASH and Metro bus lines servicing the site provide connection to the nearby King Street Metro Station and the VRE commuter train station. In view of this accessibility to transit, the TMP goals were established as 45% non-SOV for mixed uses within 1,500 feet of the Metro Station.¹
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to persuade office employees to switch to transit as opposed to using their personal vehicles. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles in the site up to the goal. The annual report, fund report and survey are covered under paragraph 2, sections b., c. and d.

2. TMP Organization, Funding and Reporting

- a. The developer will establish an owners/tenant's association (the TMP Association) to manage and implement the TMP for the project. The City of Alexandria Transportation Planning Division may assist the TMP Association.

¹ Eisenhower East Small Area Plan, Adopted by City Council by Ordinance – April 12, 2003, p. 5-5.

- b. An Annual Report will be developed by the TMP Association and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.
- c. The TMP Coordinator will provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Association has not made reasonable effort to use the funds for TMP activities.
- d. The TMP Association will distribute an annual survey to all employees. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 50% response rate is required.

3. Transportation Management Plan Directives

- a. The Special Use Permit application has been made for the following uses:

Block	Land Use	
	Commercial Sf	Retail Sf
Block 8	673,642	22,175

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
 - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, location, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
 - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to prospective tenants and to employers and their employees.

- iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.
 - iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - v. Establish and promote a Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. A carshare program shall be established as part of the ridesharing and transit marketing efforts for the building. At least two parking spaces should be reserved for the location of carshare vehicles. These spaces should be in a convenient location for employees and the TMP Coordinator will arrange with any of the carshare companies for placement of vehicles in this project. For those individuals who take transit, carpool, vanpool, walk, or bike to work, the TMP program will pay the registration and annual membership fees (not the usage fees) to use the carshare vehicles.
 - vii. Discounted bus and rail fare media shall be sold on-site to employees of the project. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by residents and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. **TMP Fund** — The applicant shall create a TMP fund to achieve the reduction goal of 45% of single occupant vehicles, based on the project's size and the benefits to be offered to participating employees. The annual contribution rate for this fund shall be \$.15 per occupied commercial square foot and \$.15 per occupied square foot of retail space. The annual contribution rate may be reduced provided that the applicant maintains the reduction goal of 45% for single occupant vehicles. This reduction goal may be revised in the future based on City-wide TMP policies or legislation. The annual TMP rate shall increase by an amount equal to the rate of inflation (Consumer Price Index – CPI of the United States) for the previous year, unless a waiver is obtained from the Director of T&ES. The increase shall begin one year after the initial CO is issued. Payments shall be the responsibility of the developer until this responsibility is transferred by lease or other legal arrangement. The TMP fund shall be used exclusively for these approved activities:

- i. Discounting the cost of bus and transit fare media for on-site employees. Exception: The fund shall not be utilized to subsidize the cost of transit for employees whose employers already reimburse them for their transit cost.
- ii. Ridesharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
- iii. Marketing activities, including advertising, promotional events, etc.
- iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features
- v. Operating costs for adjacent bikeshare station.
- vi. Membership and application fees for carshare vehicles.
- vii. Participate in air quality/ozone action day programs.
- viii. Any other TMP activities as may be proposed by the TMP Association and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Association, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Association, and will be used in developing the work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the

development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. District Transit Management Program

As it is established in the Eisenhower East Small Area Plan ² transportation elements, Hoffman Block 8 should integrate the District Transit Management Program when it is organized. All TMP holders in the Eisenhower Valley will be part of this District. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. The District will be established in coordination with the revised TMP program.

6. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the land and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office.
- c. The applicant shall participate in the revised Transportation Management Program if established. The revised program will include the elements outlined in the December 8, 2010 docket memo to City Council and approved by the Council. The revision to the program includes a periodic review of the TMP to determine if goals are being met and will provide an opportunity to adjust the rates up or down up to a percentage cap. The revised TMP program will go before the City Council for approval. Participation in the program will not initially increase the base contribution established in this SUP, however, the base contribution would be subject to adjustment up or down, up to a percentage cap, based on the final revised TMP program language to be approved by City Council at a future date.
- d. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- e. An administrative fee shall be assessed to the governing entity for lack of timely compliance with the submission of the TMP mandatory reports required in the attachment (fund reports with supporting documentation, annual reports, survey results with a minimum response rate of 35%, and submission of raw data). The

² Ibid, p. 5-13.

fee shall be in the amount of five hundred (\$500.00) for the first 30 (thirty) days late and two hundred and fifty dollars (\$250.00) for every subsequent month late. The amount of these administrative fees is for the base year in which the TMP is approved and shall increase according to the Consumer Price Index (CPI) going forward.

Docket Item #13

DEVELOPMENT SPECIAL USE PERMIT #2000-0028

HOFFMAN TOWN CENTER

Planning Commission Meeting

October 3, 2000

ISSUE: Consideration of a request for a development special use permit amendment to redesign the existing mixed use development plan and to add mixed use buildings with underground parking.

APPLICANT: Hoffman Management Inc.
by J. Howard Middleton, Jr., attorney

LOCATION: 2301 Eisenhower Avenue
(North of Eisenhower Avenue)

ZONE: CDD-2/Coordinated Development District

CITY COUNCIL ACTION, NOVEMBER 18, 2000: City Council approved the Planning Commission recommendation, with the addition of replacement condition #53 as noted in the memorandum from the City Manager dated November 16, 2000, and the deletion of the following two carried forward conditions (#3 and #12).

CITY COUNCIL ACTION, OCTOBER 14, 2000: City Council deferred this item at the request of staff.

PLANNING COMMISSION ACTION, OCTOBER 3, 2000: On a motion by Ms. Fossum, seconded by Mr. Leibach, the Planning Commission voted to recommend approval of the request, subject to all applicable codes and ordinances and amendments to conditions #56 and #57. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis, but adjusted conditions #56 and #57 to reflect an agreement between T&ES staff and the applicant.

Speakers:

Howard Middleton, representing the applicant.

BACKGROUND:

The applicant, Hoffman Management Inc., is requesting an amendment to the special use permit (SUP#98-0042) approved for the development the portion of the Hoffman Tract (known as the Hoffman Town Center), the area north of Eisenhower Avenue bounded by Eisenhower Avenue, Mill Road and Stovall Street, which includes the existing Hoffman office buildings. The property, along with the remainder of the Hoffman tract, is zoned CDD-#2/Coordinated Development District (CDD). Development on the entire Hoffman tract is governed by a CDD concept plan approved by City Council on February 21, 1998 (Case CDD#98-002), as amended June 13, 1998 (Case CDD#98-0005).

The original preliminary development plan (SUP#98-0042) approved the construction of a movie theater complex with restaurants (Block 4); a pedestrian plaza with new retail structures surrounding the existing Hoffman I office building (Block 6); and an above ground parking garage structure for approximately 3,100 cars located behind the theaters (Block 3). The preliminary plan also approved interim surface parking on the remainder of the site (Blocks 2 and 5), on sites planned for future office and hotel development.

This application seeks to amend the approved preliminary development special use permit for the first phase of the Hoffman development to:

- approve an office building along Eisenhower Avenue to replace interim parking (Block 5);
- change the size and configuration of the above-grade parking garage located between the proposed movie theater and the metrorail tracks (Block 3); and
- refine the design of the ground level retail/restaurant uses at the base of the existing Hoffman buildings (Block 6).

Description of Proposed Development Amendments**Office Building: Block 5**

The approved concept plan for the Hoffman tract provides for the development of 438,000 sq.ft. of office development on this block, with a maximum height of 200 feet and up to 290 parking spaces. The applicant proposes to build the office as two towers connected by an atrium aligned along the street frontage of Eisenhower Avenue. The western tower contains 270,724 net sq.ft. of office space in 14 floors, a height of 188'. The eastern tower contains 176,490 net sq.ft. of office space in 10 floors, a height of 141'. The atrium connecting the buildings is 30' tall and faces a pedestrian plaza located along the frontage of Eisenhower Avenue. The atrium provides a connection through the building from the pedestrian plaza on Eisenhower Avenue over to Grist Mill Place, adjacent to the cinema theaters. Each building has a secondary entrance facing Grist Mill Place, facing the side of the cinema. Some first floor retail are proposed on the first floor of the two buildings.

Access to the office towers' underground parking garage and loading bays is located at the east end of the building, adjacent to the rear end of the movie theaters and the entrance to the parking garage structure located on Block 3.

A crescent-shaped open space is located in front of the building along Eisenhower Avenue; this space is designed to continue onto the adjoining Mill Race property to the east, creating a unified pedestrian plaza across from the Eisenhower Avenue Metrorail station. The streetscape along Eisenhower Avenue includes a double row of trees and a minimum 10' wide sidewalk.

Parking Structure: Block 3

As approved, the parking garage located behind the future cinema is seven stories and contains 3,000 parking spaces. The amendment seeks to reduce the floor plate sizes of the seven level garage structure, while adding one additional level underground. The total number of parking spaces provided in the garage will be reduced to 2,906 spaces.

Retail/Restaurant Facilities: Block 6

The applicant has provided additional detailed information which depicts the architectural design treatment being proposed for the retail/restaurant facilities, which was previously approved for Block 6. The proposed design illustrated on Sheet 18 (Retail Building Elevations - New Work) of the site plan shows further refinement to the scale, character, and materials being utilized on the facade treatment of the retail/restaurant facilities.

STAFF ANALYSIS

The previously approved plan for this portion of the Hoffman tract provided interim parking facilities on an area ultimately planned for an office building; that previous approval specifically required that the property owner come forward for an amendment to the SUP at such time as they wished to remove the interim parking facilities and build the office building. The applicant now proposes to proceed with the office building, and is amending the plan accordingly. The amendment also requests relatively minor adjustments and refinements to the already approved plans for the retail, cinema and parking facilities on the site.

The proposal is consistent with the CDD concept plan approved by the City for the Hoffman tract, and staff is generally supportive of the proposal, which furthers the overall concept for a vibrant mixed use development at the Hoffman tract. Staff's major concerns with the proposal relate to the design of the buildings, which will be highly visible from Eisenhower Avenue and the Metrorail station and to the design of the plaza in front of the buildings along Eisenhower Avenue. These issues, as well as other issues raised by the application, are discussed in more detail below.

Proposed Office Building and Plaza**Office Building**

The concept plan approval for this block permits up to 438,000 sq.ft. of office development; the applicant is proposing a slightly larger building, 451,364 sq.ft., in order to add retail uses to the building at the ground floor level. Although the concept plan did not require retail uses on this block, staff supports the provision of ground floor retail at this location, adjacent to the pedestrian plaza across from Metrorail and adjacent to the theater and other retail uses in the project. The resulting 13,364 sq.ft. increase in building area on this block will be balanced by a

decrease in floor area in future phases, so that the total floor area does not increase beyond the maximums approved for the CDD.

Instead of the single large office building initially envisioned for the site, the applicant has designed the site with two separate office towers (188' and 141' in height, plus penthouse) joined by a low atrium (30' in height); this approach produces a significant variation in building height and mass, which staff supports.

According to the applicant's architect, the proposed materials for the office building are pre-cast concrete and glass. These materials are not shown in the plan, and staff has included a condition to assure that these materials, and other similar high-quality materials, are utilized in the construction of the building. Staff is also recommending that the applicant work with staff to refine the design of the penthouses, to integrate them as a feature of the design of the buildings. Finally, staff is recommending that the applicant continue to work with staff to refine the design of the base of the building. The use of high-quality materials, multiple entry doors, display windows, coordinated sign systems and awnings will help tie this building to the adjacent retail and theater uses and create a more pedestrian-friendly environment.

Pedestrian Plaza

The proposed plan creates a large pedestrian space across from the Metrorail station on Eisenhower Avenue. While staff believes the specific design treatment of the space requires some refinement, the location of the proposed buildings successfully frames the space and the possibility of additional ground floor retail uses within the office buildings will help to animate the space. The buildings face a large pedestrian plaza/lawn, which in turn faces the Metrorail station, and is designed to link onto future redevelopment at the Mill Race site on the eastern side of the Metrorail tracks.

The crescent-shaped pedestrian space is designed as a large arc of lawn, with the sidewalk splitting at the approach to the park, following along Eisenhower Avenue and following along the edge of the arc, to the north and connecting to the office building's atrium entrance. The wide-walkway along the northern edge of the arc includes benches, and is separated from the buildings behind it by several rows of trees. The arc spans the Hoffman property and extends into the Mill Race property, helping to tie the two sites together, in spite of the separation created by the overhead metrorail tracks between the site. No plan is currently approved for the Mill Race site, and the city could require the completion of the crescent park when that plan is brought forward for approval. To further enhance the open space contained within the pedestrian crescent, staff is recommending that the applicant incorporate sculpture or a fountain into the space as an integral design element.

Eisenhower Streetscape

The sidewalk treatment along Eisenhower Avenue includes a double row of trees and a 14' sidewalk (minimum 10' clear), consistent with the streetscape required to the west in the earlier plan, and with the streetscape at Carlyle along Eisenhower Avenue. The streetscape treatment includes pedestrian scale lighting and tree wells with brick borders. Staff is concerned that the second row of willow oak trees, between the sidewalk and the building, has been placed in a 5' wide planting area. In order to provide sufficient room for the trees, staff is recommending that

the building be set back a minimum of 15' (10' additional) from the sidewalk in order to provide adequate space for the willow oaks to naturally develop a 30' canopy. Staff is also concerned that the row of trees directly along the street, in tree wells, do not have optimal space for growth. To address this issue, staff is recommending that the applicant provide a continuous tree trench under the sidewalk along Eisenhower for the trees, similar to the design required at Carlyle.

Retail/Restaurant Design Refinement

In the previous approval, no details were provided on the design treatment of the retail/restaurant buildings located on Block 6, at the base of the existing Hoffman office buildings. The applicant has included detailed building elevations for the retail in this application. These elevations show a design which relates the one-story retail buildings to the existing office buildings (as proposed to be refaced) through the use of common precast concrete and metal elements. Brick panels, multiple display windows, multiple street level doors, coordinated signage and awnings combine to create a pedestrian-friendly street level design.

Parking Garage Floor Plate Reduction

On Block 3, the applicant proposes to reduce the floor plates of the parking garage facility and add one additional level underground. The floor plate reduction results from the realignment of Mill Road to the north of the Block 3 tract. The original garage was to have contained approximately 3,000 to 3,100 parking spaces. The reduced parking garage structure will now contain approximately 2,906 spaces. No change is proposed for the number of levels above ground, but the height has increased by 6' from 60' to 66'.

Recommendation

Staff recommends approval of this application. The development plans for Blocks 3, 4, 5 and 6 provide a unifying development plan for the Hoffman tract. The design of pedestrian facilities, spaces and connections improve the appearance of the Eisenhower streetscape while increasing the functional integration between retail/office uses and the public domain.

STAFF: Sheldon Lynn, Director, Department of Planning and Zoning;
Kimberley Johnson, Chief, Development;
Gregory Tate, Urban Planner.